

The *International* **Teamster**

SEPTEMBER 1951



TEAMSTERS SAVE *Life and Property* IN MID-WEST FLOOD

Motor Transport HAS EARNED PREFERENCE

...and everything except a MATERIALS ALLOCATION!

PUBLIC PREFERENCE for Motor Transport—proved by its tremendous growth over the past two decades—is clear recognition of the superior service which this form of transportation provides.

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The facts which follow add weight to the case for *immediate action*.

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- 2 The Trucking Industry can't be bombed out of existence because it doesn't move over fixed road beds. Because it isn't concentrated. Because it is instantaneously mobile!
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- 4 Is this in the public interest?

The one way to protect our own best interests is to give complete materials priority to the No. 1 carrier offering the greatest protection in time of National Emergency—Motor Transport.

Statistics prove the importance of Motor Transport to public welfare.

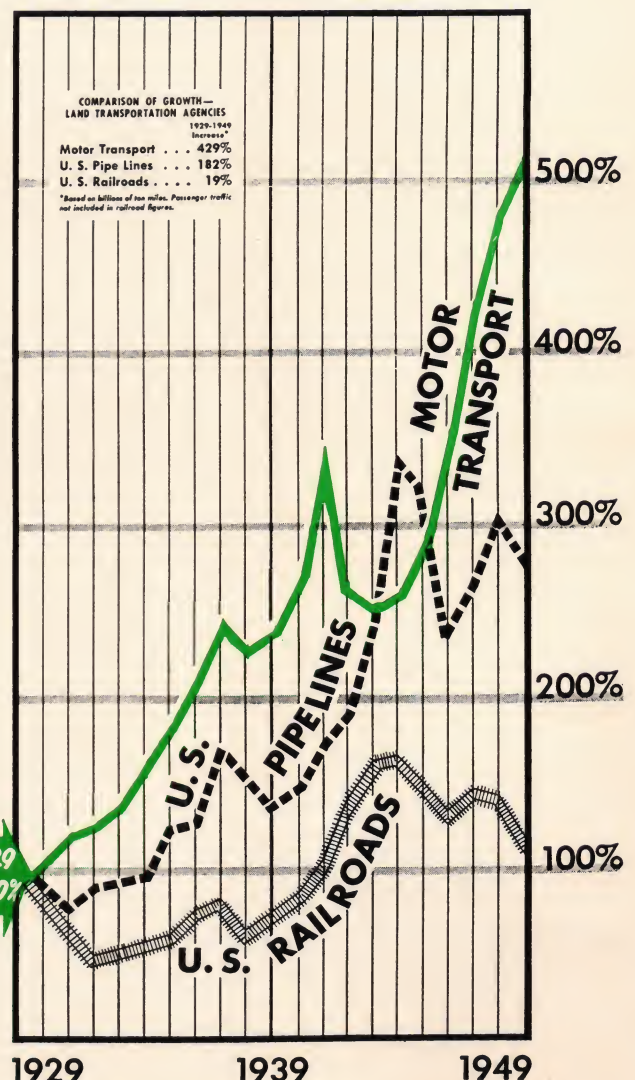
Motor Transport moves—

- 85% of our fluid milk.
- 90% of all household goods.
- 97% of all live poultry.
- 63% of all new automobiles.
- Fuel oil to 4,500,000 domestic fuel oil burners.
- 66% of all freight tonnage—at one time or the other.
- Everything grown on the farm.

Motor Transport employs more people than all other forms of transportation combined.

TRUCKING INDUSTRY
National Defense Committee, Inc.

DAVE BECK, CHAIRMAN



The International Teamster



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School Days

Millions of youngsters will be returning to the classrooms this month, and wise Teamsters know these are days for redoubling safety efforts.

Not only must we practice safety religiously in school areas, we should also take every opportunity to impress on motorists the importance of doing everything possible to protect our children.

Each year, hundreds of "small fry" lose their lives in street accidents. These tragedies generally are not the legal fault of the driver, but no driver can excuse himself merely because he has obeyed the letter of the law. All of us are morally obligated to make allowances for the unthinking, often-careless actions of children going to and from school.

Our members who are professional drivers can accomplish a great deal by spreading this gospel of giving the tots benefit of the doubt.

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Timely Remarks

by DANIEL J. TOBIN

Will Truman Run?

I stated in last month's JOURNAL that Harry Truman would be the candidate of the Democratic Party, as it appears to me. Yes, I know that President Truman has not declared himself. It is the usual policy and good politics to hold back as long as you can, keep the other fellows guessing and find out where you are going.

After Franklin Delano Roosevelt had assured me, before the end of his second term, that he would not be a candidate for a third term, he had almost everybody convinced that he meant what he said. Now, as I look back over the years, I believe he really did mean what he said because he was going up against a stone wall as it appeared. No one had ever run for a third term as President of the United States. President Roosevelt knew how dangerous it was to try to upset a precedent that had been in operation ever since George Washington refused to be a candidate for a third term.

Franklin Roosevelt was about as shrewd a diplomat as this country ever produced and, in addition to that, he was as fair as it was humanly possible for him to be.

I visited the White House a great deal at that time as I had been somewhat helpful in electing the President in 1932 and in 1936, and he felt somewhat indebted to me because when he appointed Madam Perkins as Secretary of Labor—who turned out to be a very good secretary—he had practically broken a promise to labor. I know that he was sometimes embarrassed whenever that question came up and, long before he died, he revived the subject and endeavored to redeem the promise. I prevented him from doing so, however, because I refused to consider that appointment years afterwards, especially when we were devoting all our efforts to helping elect him to a fourth term.

But getting back to President Truman. Who have the Democrats got to nominate except him? Vice President Barkley is along in years. I don't know of any outstanding man in the Democratic Party who could take the place of Truman. Undoubtedly, I don't know them all, but I think I have a pretty fair knowledge and understanding of the ability, the character and makeup of all the Democratic leaders in the nation.

If Taft is nominated, as I said last month he undoubtedly will be, then Truman has a chance to win. There is only one qualification, and that is, "what can be done to arouse the sincerity and determination of the working men and women of America?"

In all the four campaigns I participated in for Roosevelt, I appealed to the non-union workers and toilers, both men and women, as I appealed to the union members. In the five and ten cent stores and all the other establishments employing non-union labor, I pointed out to them the necessity of electing someone who could help them, and I think my promises in the years since have been vindicated. We have now the 40-hour week in the labor-hating department stores. We have old age pensions. We have compulsory insurance. The minimum wage has been raised from 40 cents an hour in 1946 to 75 cents an hour, and I can say that with any kind of a progressive candidate and progressive Congress in Washington in 1953, if not before, the minimum wage will be \$1.00 an hour. With the increased cost of living and with the value of the dollar only 56 cents, as stated by some economists, the minimum wage must go up to \$1.00 an hour or else we will have trouble.

Harry Truman is a clever political leader. Yes, he lacks a little finesse, as most men do who are surrounded by great responsibilities. He undoubtedly will get over that as time goes on. To be as charitable as we can be, perhaps he is not to blame for the failure of his own party to carry out its pledges to labor. I have my own opinion on that, but let us give him the benefit of the doubt.

It is strange to me and it must be to you that the Southern Democratic leaders have left the party. I am confronted with the question of, "why has Jimmy Byrnes, who was the biggest man in the Roosevelt Administration, next to Cordell Hull, why has he deserted the Democratic Party?" Surely there must be an answer outside of the political question. Some people whisper around the statement that nearly all the Roosevelt crowd

has been eliminated. Well, that is a statement which could at least bear something like investigation. Many of the Roosevelt followers had given their time and their life and their money for 16 years to Roosevelt and the Democratic Party and they wanted and desired to be relieved of further work.

I was somewhat amused to read an article by a columnist the other night in which he said that Harry Truman had framed up everything to be the candidate for Vice President and that he was the candidate against Jimmy Byrnes. This is the most blundering statement that could be made. This columnist further went on to say Jimmy Byrnes was the choice of Franklin D. Roosevelt. That is a deliberate mis-statement of fact. Franklin Roosevelt was for Vice President Wallace for reelection in the Chicago convention of the Democratic Party in 1944. I know because I came from the White House with that information and I also came from the White House with the request I be the first man to second the nomination of President Roosevelt. I even went over my statement which I was to make in seconding Roosevelt's nomination. I cut it short but he insisted it be lengthened. I rarely refused Franklin Roosevelt anything that he asked me to do, but I did not promise him in that last conference when I left for the Chicago Convention I would support Henry Wallace. My answer was, "We shall wait and see what happens there."

I was a delegate-at-large from the State of Indiana. I only accepted the position on certain conditions which were as follows: that I be the State of Indiana representative on the committee on platform and that I not only be a member of the large committee but that I be placed on the smaller, inner subcommittee drafting the platform. This was agreed to by Frank McHale and others leading the delegation. You will remember I refused to be a delegate from Indiana to the Philadelphia Convention. The papers carried my written refusal. My reasons were I had served 16 years

"Everybody Smile"



The International Teamster.

of hard work and I desired to be relieved. That was the main reason. There were also other reasons but this is not the time to mention them. They will be written in detail as the years go on.

We got to Chicago in 1944 where the convention was being held, and in the second day of the convention I was telephoned by Sidney Hillman, and he said Vice President Wallace was desirous of talking to me. My rooms were in the Stevens Hotel, but I had a private room across the street in the Blackstone Hotel. I said all right to Mr. Hillman, tell Vice President Wallace I will be happy to talk to him, that I am in the Stevens Hotel, that we can have a private talk without interruption in the Blackstone Hotel. The answer was Vice President Wallace did not care to meet with me there, but that I should come and meet him in the rooms of Mr. Hillman down town. This I refused to do, and I decided then and there Henry Wallace had

placed himself in the hands of the CIO and to nominate him for the position of Vice President would be exactly the same as nominating someone from the CIO backed by or named by Hillman.

I refused to meet Vice President Wallace and immediately I went to work and started to talk Harry Truman. I had talked on this subject with him some three months before in Florida. He then refused to consider running for Vice President. I met him in the convention hall in Chicago two or three days before the nomination, and he still refused and he gave me his own substantial reasons for doing so and the main reason was he was a bigger man in the United States Senate than he would be sitting in the Vice President's chair without even a vote. The next reason was that he could be elected for the Senate from his State of Missouri, but if he got defeated as vice president, which was something to think about since it was the fourth time President Roosevelt was running for the Presidency, he might not go back to the United States Senate.

There was sound common sense in his statement. No one then expected Franklin D. Roosevelt to have serious heart trouble. He told me himself his only trouble, outside of his paralysis, was a condition of sinus which inconvenienced him considerably and was somewhat painful. At length, through the leadership of the Democratic Party, Truman was nominated vice president and you know the rest. His first statement, after succeeding F. D. R., still stands out in my memory: "I only hope," he said, "that God will help me to carry on." But there was a lot more behind that statement. I think he absolutely felt within his heart the job was too big for him at that particular time. No one can blame him for this. It was an awful task to try to succeed the world-popular Franklin Delano Roosevelt.

Losing Labor's Confidence

Outside of the injury done by the Democratic Party by refusal of its leadership in the Senate to carry out pledges in behalf of labor, the one real danger of Democratic victory is the lack of confidence and aggressiveness on the part of labor for the majority party in Washington.

Where would Harry Truman go from the White House? Of course he is not a poor man. He has saved his money and undoubtedly made some honorable remunerative investments. But he is too big a man to sit idly by or go to work for some corporation. Besides, his own party is dependent

upon him. When you consider all the aspirants for judgeships and everything dependent upon him, and when you consider all the other appointments throughout the country that are somewhat dependent upon him remaining in office, he is not a free man.

We must also consider, in looking over the field, that there are not a great many outstanding popular Democratic leaders, so it is possible he may be forced to make the sacrifice of being a candidate and run a chance of being re-elected.

The People Hold the Power

The President of the United States cannot make many friends among the top-notchers in his own party because for every position there are a half dozen candidates. But the top-notchers do not control the ballot box. The multitudes of working men and women control the elections of the nation and that is the answer.

As it appears to me now, Harry Truman will be the candidate and if he is successful in maintaining some form of world peace he has a good chance of being re-elected. And the picture on world peace looks better than it has in recent years. He inherited an awful mess and he has extricated us from the traps that were set by the Communists, who predominate so much of the world, including some South American countries. He has avoided those traps which could have led us into a Third World War, which would have destroyed mankind or set back our civilization for at least 50 years. That's an accomplishment which would help him if he decides to run in 1952.

I campaigned for Woodrow Wilson in 1916 on the platform that "he kept us out of War" and, three months after he was inaugurated in 1917, we were in war. I also campaigned for Franklin D. Roosevelt on the platform that he kept us out of war, and we won in 1940, and afterwards we were forced into the war.

Nevertheless, the mothers and fathers of the nation feel indebted to Harry Truman for his great efforts to win a just peace, which he has succeeded in doing thus far.

That is the picture as I see it now. In writing these remarks I am not trying to get in the limelight. I tell you I am not looking for the limelight. I have had my share of that as much as any ordinary working man can expect. But it is my duty, I feel, to keep our membership advised, to the best of my ability, on the political outlook.

Encouragement Appreciated

I want to thank the number of my members and friends who have written me commending some of the matters that I try to explain through the columns of our monthly journal.

This does not mean that I do not get considerable adverse criticism, but I am human, too, and it really helps anyone to have a word of encouragement once in a while.

There are none of us so big or small that a little kindness does not encourage.

Michael J. Cashal Taken by Death

One of the greatest, biggest, men that I have ever had in the organization in the New York area has just passed away; my vice president, Michael J. Cashal who was buried on Thursday, August 23, 1951.

Mike went to work for me for \$24 a week over 30 years ago. That was all the International allowed us to pay at that time to general organizers. I appointed him as vice president after the death of Val Hoffman who was a truck driver, of Local Union 807. Mike was a coal teamster and shortly before I appointed him vice president of the International he was elected Secretary-Treasurer of the Coal Teamsters of New York. I can sum up the whole story of Mike Cashal by repeating a statement made by Mayor LaGuardia to me in my room in the Netherland-Plaza Hotel in Cincinnati. The then-mayor of New York said: "Of all the men I have met in the labor movement in New York, there is no man in which I can have more confidence nor for which I hold greater respect than Mike Cashal." That was the statement of Mayor LaGuardia, who was a fine mayor and one of the greatest friends the Teamsters had in New York City.

Mike was a member of the United Teamsters of America, as were nearly all of our Locals, under the leadership of Ed Gould. Gould, a carriage driver, was argumentative and headstrong during the days when we were trying to bring back the United Teamsters of America, to the International Union. Mike Cashal helped me then when I needed help because, down in his heart, he was a solid, wise counselor and he detested any division within the labor movement. He loved and revered the principles upon which the International Brotherhood of Teamsters were founded.

For over 30 years Mike has worked with me as General President. Very often I was guided by his

opinion, advice and counsel in the Eastern District, especially in the state of New York. He did not go out looking for honor or glory nor did he do a lot of talking. He worked privately and conscientiously and always had foremost in his thoughts the betterment of the International Union. I feel his loss and the loss of other men who helped in those dark days to put forward the movement of the International Union to which you and I belong. Mike Cashal was clean, honorable and strictly a home man, full of life and fun in his early days and, above and beyond all, his words were his bond. The trade union movement was his second religion, second only to the church to which he belonged. In the early days in the office of Local 807, or any other office whenever there was trouble, even though the other fellow might be bigger than or apparently tougher than Mike, Mike never backed away.

In the dark years when I needed help as a result of trouble in New York, Mike stood beside me and helped me. I have endeavored to pay him back during these years. I may be guilty of many sins of omission but I will never forget those who worked with me and helped me in those early days. In every phase of life in New York City his record was clean beyond suspicion; honest, and respected by governors and mayors. He held the admiration of the men of labor even though they sometimes might disagree with him. He held the confidence, respect and admiration of all men with whom he came in contact within the International Executive Board. I could go on endlessly reciting the fine record of Mike.

Our hearts are disturbed at his loss but his memory will live as long as I and his other associates in the International Union live and long after we are gone. There will be, in the heart of the Trade Unionists of New York, respect and reverence for the name of Michael J. Cashal.

Trucks Praised for Flood Aid

ORDINARILY, the Missouri River is a peaceful stream, dutifully abiding by the laws of Nature. So is its Kansas tributary, the Kaw, despite its name which is Indian for "swift river."

When heavy rains began beating down on the Kaw last May, Kansans felt little cause for concern. Even after the rains had continued almost unabated for seven weeks, there wasn't much worrying. The dikes, which had held before, were still holding. Then the rains subsided.

Rains Began Again

But, ten days later, the rains started again, and the rivers resumed their rise. Still, residents were not too alarmed; they looked at the dikes with confidence and followed a business-as-usual routine.

When the flood waters began gushing over the levees, there was nothing left to do but run. Time was too short to think about saving anything. Then the levees broke, and the rampaging waters roared angrily through the cities, villages

Relief Agency Heads and Government Officials Are Loud in Commending Truckers for Courage And Skill In Meeting Missouri River Disaster

and rich farm lands, leaving in their wake a billion-dollar toll of destruction.

That was the Kansas flood story at a glance. Back of the facts and figures, however, there was a story of human misery which weighed heavily on the heart of America as it slowly unfolded. Thousands of families had lost their homes and possessions, small businesses had been wiped out. For many who had fled, there was nothing to return to—no jobs, no homes.

Transportation a Problem

In the aftermath of tragedy, the stricken Kansas areas were faced with many problems, and one of the most challenging of them was transportation.

Rail lines, battered by \$200,000,000 worth of damage, were virtually

helpless. Although the rails continued to move supplies to the flooded areas the best they could, the overwhelming share of the relief transportation burden fell to motor transport.

Although the truck industry suffered considerable damage itself, their flexibility of operations permitted the truck lines to regain their feet quickly and move into action. In fact, trucks were rolling through littered streets before debris had been cleared away.

Crippled railroad facilities were virtually helpless in meeting the demands of "emergency transport."

High praise for the trucking industry and its drivers for their role in the flood emergency came from the governor of Kansas, Red Cross officials and officers of the National Guard, which was sent into action during the crisis.

Governor Edward F. Arn, in his tribute to the truckers, praised them for "finding routes where no routes existed." He said the state was deeply indebted to the industry for the "courageous assistance" rendered by truckers.

Praise From Red Cross

The performance of truck lines and their drivers won the plaudit of "swell" from George G. Mears, who was close to the scenes of suffering in his capacity as relief chairman of the Kansas City Chapter of the American Red Cross.

When the Red Cross issued a call for trucks, reported Mears, the industry usually responded by sending almost twice the number requested.

Water purification plants were knocked out by the flood and tank



When the tragic floods hit the communities along the Missouri River in Kansas and Missouri, trucks were perhaps the one best hope of the residents for rescue, flood-fighting and sustenance following the waters' recession. Trucks let many escape, fed others and contributed to the general welfare. Here a truck sprays insecticide on debris.



Above: Here is a reason why trucks were so important. These rail marshalling yards are typical of the havoc wrought to the railroads. Trucks had mobility.

Right: The Northwestern Cooperage Co. in St. Louis, under contract to Local 683, suffered great flood damage, evident in this photo of the high water and drums.

trucks—ordinarily used for transporting milk—were called on to keep the population supplied with safe drinking water, Mears said.

Truckers 'Terrific'

An officer of the National Guard termed the truckers' emergency role "terrific." The Guardsman pointed out that trucks were in the forefront of the struggle from the very beginning, when truck crews worked around the clock transporting men and sand-bags to the dikes. When it became evident the dikes couldn't

hold, the trucks turned to other tasks, the officer said.

The National Guard spokesman reported that virtually all food, clothing and other supplies received in the flood area at the height of the disaster were coming in by truck. He said some items, such as medical supplies, were delivered to area by airplane.

"Whenever we needed them, they were there . . .," the National Guardsman concluded his praise for trucks.

About a third of the motor carriers in the Kansas City areas suffered terminal disruptions from the flood. But, they quickly bounced back, operating from temporary offices and sharing facilities offered by other truck lines.

Emergency Needs Are Met

Giving top consideration at all times to emergency demands, the trucks hauled in blankets and cots and temporary housing facilities for the several thousand persons left homeless.

The truckers often bounced over "cow trails" to avoid flooded main highways. As soon as one route





Above: Trucks worked the clock around as efforts were made to bolster the levees against the surge of the mighty waters. Teamsters actually flirted with death.

became impassable the drivers found another one.

Trucks also provided vital aid in moving key workers to critical areas. When the flood stage was at its height, radio appeals asked critically-needed workmen such as plumbers to report to certain stations. There, they were picked up by trucks and moved to locations where they were urgently needed, such as the city's water works, which were threatened with complete disruption.

Thanks to the truckers, too, the United States mail was able to "get through." When railroad operations were halted by the flood, Postmaster General Jesse Donaldson announced the mail would continue to move by air and truck.

Ban Non-Essential Items

In the most severe hours of the crisis, trucks banned all non-essential goods and motor carriers agreed to loan only essential items such as drugs, food, boots, bottled water, acetylene gas and telephone cable.

Kansas highway officials softened restrictions on weight of loads for trucks moving vital shipments.

Westbound truck traffic from St. Louis increased from 50 to as much as 600 per cent for various trucking firms, and a good part of their traffic was virtually valueless from a profit standpoint.

"It's something we're obligated to do in times of emergency," said one industry spokesman.

A normal run from St. Louis to Kansas City is 256 miles, but, during the flood crisis, trucks were traveling 300 miles and more to make the trip.

When the flood waters subsided in the Kansas area and the crests began rising farther south, the trucking industry throughout the Midwest was alert to its duty and came forth with offers of assistance to imperiled cities.

Everywhere that nature's water had gone berserk, the truck lines and their drivers had written another heart-warming chapter in the history of a great industry's service to America. But, even more important from a general viewpoint, the truckers had once again offered concrete evidence that the trucking industry is blessed with flexibility to meet any emergency. Again it has been made evident that no other form of transportation can recover from damage so quickly and adapt its mode of operations to overcome handicaps as well as the trucking industry.

And, probably most important of all, the trucking industry and its drivers made a lot of new friends and strengthened the faith of a number of old ones during the flood crisis.

The gratitude of the flood victims will be great and lasting.

Just about everybody who was near the tragedy and misery of the great Kansas flood of 1951 feels like the young National Guard officer who said, "I'll always remember the trucks . . . whenever we needed them they were there. . . ."



Residents of Johnstown, Pa., which community suffered one of the worst floods in history in 1889, remembered the help of Kansas City and loaded relief supplies for flood sufferers there. The box contains much-needed clothing, not soap powder.

Labor Day, 1951

An Important Job Ahead

LABOR DAY 1951 brings new problems to the labor movement in America and to free labor generally throughout the world.

We are living in a period of continuing tension between the powers of the East and those of the West. These tensions broke into armed conflict 15 months ago with the invasion of South Korea by the North Koreans, later to be joined by Chinese "volunteers."

During this period of war we have seen sharp changes take place and have had some opportunity to judge the position of labor in this world of change and violence.

In the first place, a great many—most in fact, of the fighting men in Korea who are protecting the cause of freedom are from workingmen's families. The sons, brothers and fathers are ably upholding the great standard of freedom in the contest of arms and in the area where the conflict is sharpest between East and West.

Labor is doing its characteristically fine job on the production line on the home front. Several months ago the nation began a tremendous program of rearmament. This program includes the production of arms and munitions for our nation and to help equip the free nations of the world in the great task of protecting themselves from the possible dangers of Communist aggression.

The production line has been manned by loyal, patriotic workers. And by production line I mean more than a factory assembly line—I mean production line in its broadest sense—production of goods from the time raw material is extracted from the

earth, or manufactured through the various stages of processing, fabrication, manufacture and delivery to the point of use.

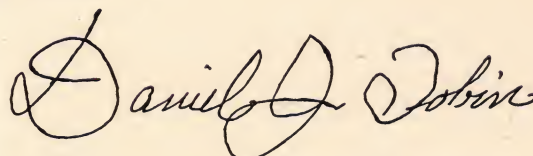
Labor is manning this great production line of freedom and on this Labor Day 1951 the nation should pause in tribute to these men and women who are keeping the goods and services moving without a hitch and without complaint.

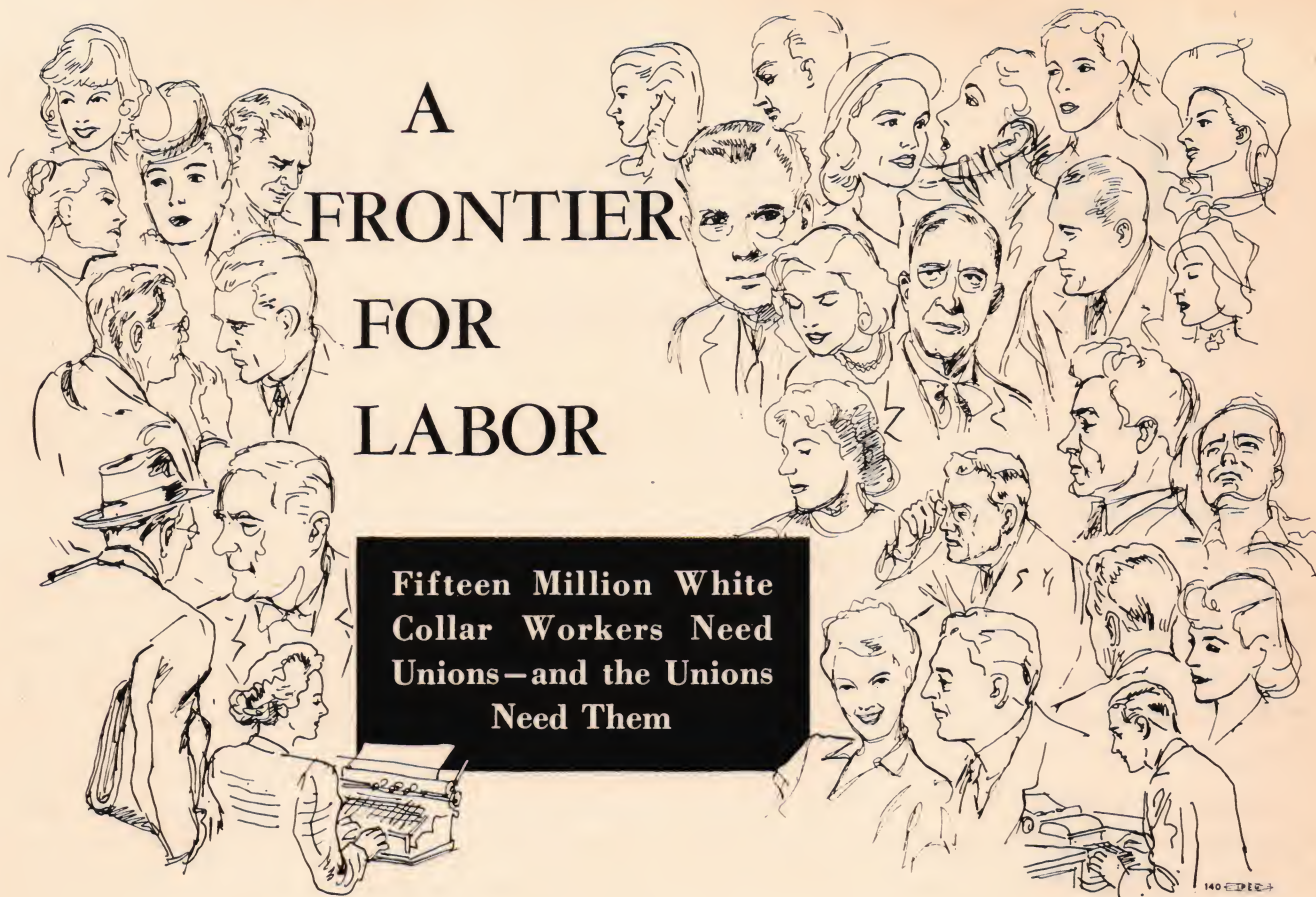
The nation can count on labor for another great protection—the protection of its spirit and faith from those who would undermine it with subversive doctrines and propaganda. Organized workers in this country are the nation's greatest bulwark against totalitarianism—whether it be the totalitarianism of the extreme left of Communism, or the extreme right of any brand of Fascism.

Labor realizes that in the principles and practice of democracy are its great hopes for better living standards and a better tomorrow. Labor is doing its share in today's tasks.

Labor Day might well be a day of stock-taking or inventory of our great spiritual assets, for these are days when things of the spirit should claim as much attention as temporal problems.

Labor knows it has a great job ahead in doing its share for the nation—and the nation knows, too, that it can count on labor every step of the long journey ahead.


International President.



A FRONTIER FOR LABOR

**Fifteen Million White
Collar Workers Need
Unions—and the Unions
Need Them**

THE frontier of the American labor movement is the 15,000,000 white collar workers of the United States. That's the challenge to American labor. That's where it must concentrate its energy and its strength. Less than 2,000,000 of the 15,000,000 white collar workers are members of labor unions. These workers need organized labor; and organized labor needs them.

The organizing job among retail sales people and in the entire white collar field has only begun. The executive council of the American Federation of Labor acknowledged last year that "We have hardly scratched the surface."

That's serious. It's serious because white collar workers are becoming an ever-larger part of the American labor force. Ten years ago, there were less than 11 mil-

lion of them, and they made up slightly more than 24 per cent of all employed workers in the country. Today, there are more than 15,000,-

By MAURICE J. TOBIN
Secretary of Labor

000; and they make up nearly 28 per cent of all employed workers. The number of white collar workers is steadily growing; and American labor has got to keep up with it.

I've said that these workers need organized labor. Let me explain what I mean. The average weekly earnings of production workers in industry have gone up 170 per cent since 1939. The average weekly earnings of clerical and professional workers have gone up only 92 per cent. The average factory worker

in March of this year, was making \$64.33 a week, or \$1.57 an hour. The average worker in your own field, retail trade, was making \$48.95 or \$1.24 an hour.

A part of the superior wage position of the factory worker, I am convinced, is due to the strength of his labor unions.

But unionism for white collar workers isn't only important because it brings higher wages and better working conditions. It's important also because it gives the worker an opportunity to participate in deciding what those wages and working conditions should be. It makes him a citizen of his firm or factory with a democratic right to a voice in its affairs. He isn't just a number on a time card. He's a man who has his say, through his elected representatives, in the way things are run.

When he participates, when he has a voice, he feels a deeper sense of belonging to the firm; and he has a greater stake in its welfare. He learns that if he is to prosper, the firm must prosper first. And so he puts more heart and enthusiasm into his work.

He and the boss aren't bitter antagonists, as the Marxists try to convince him. He and the boss are partners in a common effort to make the firm a success. He knows that if he works harder he has an opportunity through collective bargaining to share in the benefits his harder work has produced.

There are a lot of white collar workers who still turn up their noses at the benefits of trade unionism. They do it out of a kind of snobbishness; a feeling that unions are for factory workers, and that factory workers are beneath them. They don't want to degrade the white collar by belonging to the same labor movement with workers who wear overalls.

The factory workers earn more money. They can buy their families better food and clothing and housing. They can send their children to better schools. But some white collar workers still think it's a disgrace to be in the same labor movement with them. For any man who thinks like that, the white collar isn't a badge of distinction; it's a yoke.

Outmoded Thinking

You would have thought that kind of thinking went out with the horse and buggy. You would have thought that kind of snobbishness was reserved for people who had something to be snobbish about. And the unorganized white collar workers haven't. Not a thing.

I want to tell you that the trade union movement has been one of the most constructive forces in the history of the United States. If there's any man too good to be associated with it, I'd like to know who he is.

It's a privilege to belong to an

American trade union. It's an honor to belong to one. And any worker, no matter what color his collar is, can join one with pride.

The trade union is one of the noblest institutions this democracy of ours has been able to produce. It's the logical extension of democratic principles into the business and industrial life of America.

Democracy means having a voice. It means participating in making decisions that affect your welfare. And that's what trade unionism means: a voice in the factory, a voice in the store, a voice wherever workers are employed. It means the right to participate in the government of industrial and business life.

And who is the real citizen of the business and industrial community? Who is the good American? The factory worker who has a voice and uses it; or the white collar worker who sits back and obeys rules he had no part in making?

Basic to Defense

This concept of participation, of having a voice in matters that affect your welfare, is the bedrock on which the entire American defense

effort is built. The labor and management representatives in the defense agencies help to guide and direct the whole defense program. They were asked by the Government to participate, because the Government believes that is the most effective way to mobilize this Nation's strength against Communism.

Participation makes for strong and effective business and industry, just as it makes for strong and effective Government. Just as the citizens of a nation can make valuable contributions to that nation's progress when a democratic government gives them an opportunity, so can the citizens of an industrial community contribute to the progress of industry, when they are allowed to participate through free and democratic trade unions.

There are plenty of good, clean, patriotic white collar unions . . . where workers can exercise their industrial citizenship. There are also some that are not so good, and not so clean, and, above all, not so patriotic. But those unions are losing strength. . . .

The white collar workers are not going to be organized by unions that are led by Communists. There's no doubt about that. They want good, loyal American trade union leadership, just as other workers do. The Communists have been barred from the official family of American labor. I am confident that the small power they still have in some sections of the white collar field will not last.

Call for Loyal Unions

There are fine, patriotic unions to carry on the struggle at this vast frontier of American labor: the frontier of white collar workers. These unions must respond with greater energy to the historic challenge to organize the unorganized. In this decade of the twentieth century, that means to organize the white collar workers.

I have said that organized labor



Secretary of Labor Tobin

needs white collar workers, just as white collar workers need organized labor. Many of these workers, particularly in the technical and professional groups, have background and experience and training that can prove tremendously valuable to the labor movement. Their academic training and their intellectual approach can supplement the experience and practical wisdom of the seasoned trade unionists. I believe that white collar workers can help to make trade unions more responsible.

I want to talk for a moment about one problem of organization. That's the problem of turnover. You know what a tremendous problem that is. By the time you get a group of clerks organized, a large number of them have left their jobs and you have to start all over again with the newcomers. The organizers have got to work day and night to keep up with the turnover. One of them has said it's like pouring water into a sieve.

No union can continue to organize at that rate for very long. And, of course, no store wants to be the arena for a constant, never-

ending organizing campaign. So the stores and the unions, through collective bargaining, have worked out an answer. And the answer is the union shop.

I don't mean to imply that the union shop has been granted by retail stores without a struggle; but, in general, retail employers have shown far less opposition to it than employers in manufacturing. Retailers have granted the union shop extensively in stores throughout the United States.

The union shop fits a particular problem of retail trade establishments; and, in my opinion, it belongs in union contracts in that field. Employers like it because it does away with constant organizing. It also does away with friction between union members and the "free riders" who won't join. Finally, it helps the union to grow strong. A strong union doesn't have to produce wage increases every ten minutes to hold its members. It can afford to see the employer's point of view without bringing on its own disintegration.

When I say the union shop belongs in union contracts in the re-

tail trades, I suppose I risk the criticism of those who like to make a good deal of the right not to join a union.

Actually, even the Taft-Hartley Law allows the union shop where workers signify in an election that they want it.

The union shop is a constructive influence in the retail trade field. The employers who have understood that and acted upon it deserve the highest praise.

Well, I've told you enough about your business here this morning, and it's time for me to get back to my own. I have urged a renewed effort to organize white collar workers not only because it's good for them, but because I believe it's good for the country. The growth of trade unionism strengthens democracy. In this time of great crisis and danger in the world, we must make democracy just as strong as we possibly can. I know that the free trade unions will make a magnificent effort to do their share.

These remarks by Secretary of Labor Tobin were made in a speech at a recent convention of the Retail Clerks' International Association in Washington.

Freedom Crusade Fights Reds

*President Tobin Invited to Participate in Campaign
To Raise Funds for Psychological War on Communists*

A REQUEST that President Daniel J. Tobin take part in the Crusade for Freedom was recently made by Harold E. Stassen, Chairman of the 1951 Crusade Drive.

The Crusade for Freedom is a non-political effort on the part of the people of the United States to wage psychological warfare designed to undermine the morale and authority of the Red dictatorship established over many peoples of Europe. Last year 16 million people contributed \$1,317,000 to this cause.

Because of the pressure of his official duties, President Tobin replied regretfully that he would not

be able to take part in the Crusade's program by making personal appearances and radio and television appearances.

However, in sending his regrets, President Tobin assured Mr. Stassen that he was a firm believer in the program of the Crusade.

The funds collected last year, amounting to more than a million dollars, were immediately put to work to build the new Munich transmitter of Radio Free Europe, which went on the air on May Day, beamed exclusively at Czechoslovakia in competition with the Kremlin-controlled Radio Prague and Radio Moscow.

This new medium-wave transmitter is the most powerful station in the free world. Our people inside Czechoslovakia report its signal is being heard three times louder than anything else on the Czech dial, Mr. Stassen said.

The purpose of the station is to put the finger on communist collaborators by name, expose Soviet propaganda lies, spread truthful news the Reds try to suppress and bring hope to the oppressed people.

In order to maintain this and other weapons in the ideological warfare, the Crusade for Freedom will seek 25 million enrollments and contributions of \$3,500,000 in an intensive drive this September, according to Chairman Stassen.

"If we win the cold war, we stand a much better chance of avoiding a global shooting war," he declared.

'No-Defense No-Production Act'

CONGRESS has enacted what it calls a new Defense Production Act—but others less charitable about telling the truth about the measure call it a phantom or phony control bill.

The conservative anti-labor, anti-consumer coalition is in the political saddle and riding hard to insure continuation of big profits during the defense period. The 1951 defense production bill is a combination product of the conservative coalition plus the special interests which are all out to get theirs while the getting is good.

THE INTERNATIONAL TEAMSTER in December, 1950, called attention to the probable dangers of the coalition control and again in February, 1951, THE TEAMSTER said, "As indicated by THE INTERNATIONAL TEAMSTER in December, the new Congress would be controlled by the Republican minority plus the aid of the anti-Administration Southern Democrats and those sympathetic with the Dixiecrat wing of the party."

Predictions Come True

The forebodings of this publication last fall and early this year before Congress had time to make its record have come true—too true for the comfort and welfare of the working people of the country.

When the 82nd Congress passed the bill and sent it to the White House for signature, it put Mr. Truman on the spot. The bill was sent for signature at the eleventh hour just as the old production act was expiring. The President had little option but to sign the bill—to veto it would have meant the collapse of the entire stabilization and defense mobilization authority, for the old law would have expired and all authority would have lapsed.

When Truman got ready to sign the bill he called it "the worse bill I have ever had to sign."

Just before he affixed his signature to the measure making it a law, the United Labor Policy Committee,

Profit Seekers Influence Our Congressmen

To Foist Phony Controls Law on People; Truman Labels It: "Worst Law I Ever Had to Sign"

representing 16 million organized union workers of the country, issued a blast at the bill calling it a "callous betrayal of the consumer."

The ULPC said in commenting on the bill:

"The new Defense Production Act is a disgraceful surrender to those who stand to profit from inflation.

"It represents a callous betrayal of the consumers of the nation by the reactionary coalition which rules Congress.

"At a time when America is marshalling its strength for a defense against the enemies of freedom, the coalition has struck a dangerous blow at our national economy. . . .

"The best claim that can be made by the supporters of the Swiss-cheese collection of loopholes and special-interest exemptions finally approved by Congress is that it is better than no controls at all. Even that claim is open to question. . . .

"If the President decides, however, that the nation can expect no better legislation from the 82nd Congress, then the United Labor Policy Committee feels that he should explain to the American people in the clearest possible terms how shamefully and how wickedly the Congressional coalition sold them out to the special interests."

ULPC Gave Criticism

The ULPC spelled out in specific terms what it thought of the act in a nine-point criticism. In this detailed criticism, the committee said the new act "offers no promise whatever of firm price controls."

Failure to retain slaughter quotas and the banning of roll-backs were especially cited as weaknesses in the bill. The failure to authorize the construction of defense plants, the failure to forbid speculation,

and the failure to hold down rent increases were blasted. "The Act guarantees fat profits for manufacturers—at the expense of the consumer the law is supposed to protect," said the committee.

Of major importance to the working people with reference to the new bill is its weakness over the entire price structure of the nation. When the bill was enacted Economic Stabilizer Eric A. Johnston predicted a 5 to 8 per cent increase in prices and others have forecast an even steeper boost within the next year. Experts agree that the new bill will cost the American public from \$10 billion to \$16 billion in higher living costs.

Every Price Moved Up

Shortly after the President signed the bill, one major automobile producer announced higher prices and shortly thereafter the Interstate Commerce Commission approved a boost in freight rates.

Consumers will get clipped with higher prices in the nation's barber shops because both barber and beauty shops were removed from the restrictions of price control.

Other developments on the economic front vitally affect the consumer's pocketbook. The new rent control law provides for a 20 per cent increase in rents with scant protections to the tenant. The rent law will be administered under the Economic Stabilization Agency henceforth under the Office of Rent Stabilization. But a change of name has not made it any easier for the tenant to resist an increase in his monthly payment—in fact, millions of tenants can count on a boost and with little opportunity or support in challenging the increase.

Credit control has been eased so that installment buying will be

easier. Some labor leaders favor easier credit terms on the basis of fair treatment while others claim that easy credit adds to the inflationary pressures which actually damage the position of the average working family.

Two-Fold Action

Recognition of the steadily rising prices and their effect on the wage-earners is found in a recent action of the Wage Stabilization Board. The agency took action to tie wage increases to the cost of living. The board's action was two-fold: (a) approval is continued of escalator clauses already in agreements, and (b) opens the door for approval of wage hikes which are not subject to or found in previously approved escalator clauses in collective bargaining agreements.

As this issue of *THE TEAMSTER* was ready for press, the action of the board was still subject to approval by Economic Stabilizer Johnston.

The President has indicated that he will press for amendment of the 1951 Defense Production Act in the interest of effecting what he believes are necessary changes in behalf of decent price control. Whether he would succeed in getting Congress in effect to reverse itself was a matter of question as the legislators were striving to complete top priority legislation so they could go home.

To Step Up Blood Donor Campaign in September

Both military and civilian officials responsible for blood donor campaigns are stepping up efforts to stockpile blood for future needs.

The Defense Department reports that the stockpile of blood is running dangerously low and this is a commodity which cannot be imported and for which there is no completely successful substitute.

The American Red Cross and the Defense Department are collaborating on a stockpile campaign beginning September 10. The military agencies are setting up receiving stations at their installations and civilians as well as service personnel will be encouraged to donate.

Local 618 Enlists Wives' Help

Letter to Beneficiaries Explain Unionism and Stress Importance of Maintaining Welfare Plan

A SPECIAL appeal to the wives of union members is paying dividends in better understanding and cooperation Local Union No. 618, St. Louis, Mo., reports.

Recently the local sent to each member a letter with which it enclosed the revised edition of the local's by-laws. With that letter was sent a special four-page message addressed to the beneficiary of the member under the union's welfare plan. While the letter was addressed to the beneficiary, in most cases the letter went to the wife as next of kin and primary beneficiary.

Explained Unionism

The letter to the beneficiary was signed by Melroy Horn, president, and Edwin D. Dorsey, secretary-treasurer of No. 618, which is an Automotive Petroleum and Allied Industries Employees Union. The letter was designed to point out the reasons for and advantages of unionism and to explain the welfare program.

The four-page letter said in explaining unionism:

"Briefly, membership in a free American trade union can best be described as being identical with the expression 'I am an American.' The union to which the member belongs and its officers must, at all times, be vitally aware of that fact, that they not only represent the member, but also the family of the member, because their actions definitely affect all members of the family. . . . Our members, in their meetings and their conventions, and their duly and freely elected representatives, are constantly striving not only to negotiate agreements that will provide more benefits to the member and his family, but always are in the midst of a never-ending legislative battle for the rights of the people, and are always opposing legislative acts aimed to protect monopolistic and discriminatory trade practices."

The letter describes the welfare program and the general provisions as they affect the beneficiary. At this point the letter emphasizes the value of keeping in good standing by saying:

"In order to remain in continuous good standing, one of the necessary things is to pay monthly dues on or before the first of each current month and not later than the tenth of the current month. The great majority of our members pay their dues by having the firm where they are employed deduct same and mail it to the union. However, if the member is ill for a period of time and cannot earn any money, then naturally the employer cannot deduct these monthly dues because he doesn't have anything coming.

"**THIS IS WHERE YOUR OBLIGATION BEGINS.** In cases such as we have outlined, make sure you or some member of your family or an interested party pays these dues by the proper time. Otherwise, the member will become ineligible for the death donation to be paid his beneficiary in case of death. . . .

"Will you please give *your* union your complete cooperation in helping to see that our members continue to remain eligible for all the benefits that it has taken years of hard work to provide."

Invitation Is Given

The letter closes with an invitation to the beneficiary to telephone the union for any further information or explanations regarding the welfare program.

No. 618's officials report that they have received highly favorable reaction to the letter and they are certain that it has helped to bring home to the family the vital importance of union membership and the necessity for remaining in good standing.



Breaking Laws, Often Driving 24 Hours Without Rest,
Weary Gypsies Manage to Salvage a Few Dollars, But
Finance Company Which 'Owns' Their Rig Collects It

By HARRY HENDERSON*

AS NIGHT slides its dark face westward across America, thousands of long, heavy "gypsy" trailer trucks roll across the nation's highways, fanning out from the produce centers. The gypsies operate without schedule or plan for return, and often illegally. In the warm, bouncing tractor cabs the accelerators are kept down, the gears shifted swiftly, and the speed is held steady somewhere between 55 and 60 miles per hour, until at last numbness overtakes the jolting driver. Then he pulls off the road and sleeps for an hour of two—unless he's lucky enough to have a relief driver along. If he does, he calls to the man in the built-in sleeper bunk, "For crissakes, take this obscene rig!"

The relief driver, struggling with dreams of state cops, overloading laws, Interstate Commerce Commission rules, and girls called "sleeper bait," grumbles, "Make it the next truck stop," and so they pound along to the next coffee pot. Then they change places. The relief driver

shivers into a windbreaker and walks around the "rig," as a tractor-trailer job is called, giving each one of its 12 tandem wheels a solid kick to make sure the tires are not flat. Then he gets his coffee in the truck stop and wishes he knew if it were snowing in Jersey. He listens to the juke box plead, "*If you got the money, honey, I got the time,*" and grins at the waitress and says, "Honey, they wrote that song for me!" and the waitress grins back and says, "Yeah, for you and me."

"We're Gonna Roll!"

Paying for his coffee, he climbs up into the seat and listens for a moment to the roar of the big motor and wishes he could get some place and stay there and knows he wouldn't stay any place long. His hand shifts the gears through the first of their snarling paces as he leans to look through his long-armed side mirrors, growling, "C'mon, baby, we're gonna roll." Then the big rig is on the road, traveling north, flicking its taillights, the hard-fisted driver cursing slow, nervous, automobile drivers and being snappily

polite to big, overloaded rigs like his own.

The tiny, smoke-filled shanty of the parking lot at Spring and West Streets in New York, next to the Hudson River docks and not far from the sprawling Washington Market, is the unofficial Manhattan headquarters for gypsy truckers. Their big trailers fill the lot nightly. The shanty walls are decorated with mail for them, messages like this: "Ed Blackburn. Call Op 4 in St. Louis," and a penciled sign reading: "*This Booth Is Not a Hotel. For Sleeping Try One of the Hotels Listed for Your Convenience.*" The wall pay phone rings constantly with brokers looking for trucks to haul their goods—say, fixtures to Minneapolis.

There are an estimated 20,000 gypsy truckers in the United States. They haul a heavy portion of the nation's truck freight. Almost fiercely aggressive, the gypsies are the strangest, most nomadic and independent workers America has. They'll haul anything anywhere, dig up their own loads in strange cities, drive like demons to make market deadlines, do their own loading and

* Mr. Henderson's article first appeared in the July, 1951, issue of *Argosy* magazine.

unloading, sleep in their trucks, and pore over maps to figure out ways to beat the various state weight laws and cops. They'll haul bedsprings to Cheyenne and bulls to Denver and where they go next depends on what they can scratch up in Denver.

The average gypsy rig consists of a tractor, often in need of paint, and an insulated aluminum trailer about 30 feet long. Mounted high on the nose of the trailer is a "putt-putt," a small gasoline motor which drives a fan that blows cold air off blocks of ice through the trailer. The better equipped gypsies have, in place of a putt-putt, a Thermo-King unit which completely refrigerates the trailer and makes it possible to carry meat. A tractor costs about \$9,000 while the trailer costs about \$6,000.

High Finance Charges

Most gypsies are working toward owning their own rigs, but the finance charges on a \$15,000 rig are heavy, operating costs are high, business is highly competitive, and usually by the time the rig is paid for, it is obsolete and ready for the junk heap. The average rig gets only four miles per gallon, which makes the gas bill monstrous. A Diesel engine costs less to operate, but the initial expense is greater and the heavier weight cuts into the amount of payload in many states with gross-weight laws.

These cost factors might deter some men from entering trucking, but they do not faze the gypsies. They live hard, dirty and often dangerous lives, and merely to exist they

must possess many skills. In spite of the ICC rules that interstate drivers must quit after eight hours at the wheel, they think nothing of doing 36 hours of straight driving. Sometimes it is only accomplished with the help of benzedrine, which nearly all drivers carry.

They are expert mechanics, loaders and drivers, but their success is often determined by their ability as small businessmen in calculating pennies. They carry in their heads the routes of hundreds of highways and cutoffs as well as how to thread their way rapidly through innumerable cities. They also know that if you go to a certain service station in west Tennessee and give a guy a ten-spot you can get the scales just ahead closed down and your overloaded truck out of the state. "Hi-jacking" means, in their language, not the theft of a rig or its cargo, but paying off law-enforcement officials. According to the gypsies, bribery is common every place and one of the worst problems of their business.

Load Formula

Most gypsies declare you can't be "legal" and stay in interstate trucking. The various state trucking laws vary as much as people's faces, although most of them are based on a 20-year-old finding that loads of more than 18,000 pounds per axle damage the roads. The truckers contend that road construction has improved and that frost and rain do the real damage. State laws and their enforcement

vary so that gypsies load to be legal in what they consider to be the toughest state through which their route will carry them.

Recently Secretary of Defense George Marshall appealed to the various states to waive their overloading laws as an aid to national defense.

The Old Grapevine

These laws prevent full use of the weight capacity of most trucks. All truckers, and especially the gypsies, have their own methods for combating the law. The best of these is a simple grapevine that connects truck stops and a system of drivers' signals. A hand motioned downward by one driver meeting another means there are scales or cops ahead, sends trucks scurrying for the shoulder of the road. They lay there until a truck comes through and the driver motioned upward, meaning "I got through. You can move on." Sometimes, instead of stopping immediately, the truckers will go on to the next truck stop and pull up there. This is sometimes why you will see huge clusters of trucks stopped at a diner.

ICC Regulation

On top of the state laws are the ICC regulations. Under them the gypsies are not supposed to haul anything which has been processed. This makes most manufactured items hot cargo for the gypsies. The ICC also establishes the rates which, in general, are comparable to railroad rates—what makes the difference to most shippers is the pick-up and delivery of the truckers. Getting an ICC certificate as a regular, inter-state truck carrier is a long, involved, expensive proposition, far beyond the powers of most gypsies. This sets up a tough economical squeeze on them. What happens is that the big trucking lines get the business—and, in turn, contract for hauling it on a trip basis with gypsies. Thus, the ICC freight rate for a certain item may be four dollars a hundredweight, which is what the big trucking firm charges. But the actual hauling may be done by a gypsy who does it for two dollars per hundredweight. The gypsies storm and rage over these practices,



Back alley shanties often serve as "contact" places for gypsies and shippers.

but, in order to keep their rigs busy, most of them find themselves forced to accept the two-dollar price.

Most gypsies are driven by a perpetual need to be going some place; where doesn't particularly matter. Three days in one spot is about all they can stand. Almost to a man, they have been disappointed in love and, like the romantic heroes of the French Foreign Legion, they want to forget. There are exceptions, of course. Some drivers are happily married and their wives travel with them, taking turns at the wheel.

"You Gotta Go"

Like Old World gypsies, they believe that once a man has gypsied something gets into him and no matter how many times he tries to quit, he will always come back to it. None attest to this louder than those who have come back like Mitchell Nipper of Miami who once quit in disgust. He got a job grinding lenses and lived quietly at home for eight years. Then one day he quit the lens factory, got a rig and now travels with his wife. "Hell, I can't explain it," he says. "You just gotta go."

It is a dangerous life, plagued with failure of air brakes and icy roads and obsolete equipment. Few drivers have not had the experience of "jack-knifing," the rear end of the trailer skidding up alongside the cab as it pivots on the "fifth wheel," as the swivel plate on the tractor is called. But the greatest danger lies in head-on collisions with erratic motorists and in being trapped in the cab and burned alive. Butch Watson, with whom I gypsied nearly 3,000 miles, says, "I've taught five boys how to drive and I've promised the good Lord I'll never teach another. Two were trapped and burnt to death in head-ons, another was killed outright and a fifth cut off a telephone pole and is crippled for life." The head-ons generally result from miscalculation of distance by motorists, and sleepiness on the part of truckers.

Drives 23 Hours

Butch has been driving big trailer rigs over the road for the past 12 years, and he considers himself a

typical gypsy. A blond, 38-year-old Georgian equipped with enormous shoulder and arm muscles, he has been on his own since he was 14 and is full of the wisdom of the road. He is both reserved and aggressive and is afraid of nothing on earth but himself, dealing with everything from brokers to the steering wheel and his own fatigue with



If gypsy is sleepy and has to roll benzedrine helps.

a hard, unyielding persistence. At one stretch while I was with him he drove for 23 straight hours, slept an hour, then went back to driving.

I first met Watson, whose initials are J. C., in the parking-lot shanty in New York. He was looking for a load to Miami, then planned to make the New York market with a load of Florida produce. This is a major run in gypsy trucking. The truckers are given a deadline. If they don't make the deadline, the price of their produce may fall and consequently they do not get paid. Or the shipper may claim the price fell and deduct the difference; the hooker on this is that the gypsy has no way of finding out whether the price really fell. That is why, in making a market, the gypsies drive with a fury and speed for some 1,300 miles that taxes both the truck and themselves.

Gypsy's Lament

Waiting with Watson for a load to Miami, I had a close look at the economics controlling the gypsy's life. More than one driver stomped into the shanty, exhausted to the point of tears, cursing the road.

"I'll be a — — — if I'm not slaving for the finance company, the tire company, the insurance company, the gasoline company, and if I ever get home I'm through," they would swear. A big rig costs, just in insurance and finance charges, approximately \$20 a day. It cannot stay idle long. The trucking brokers know this and the gypsies

are forced to take what is offered. During my stay in the parking lot the only readily available cargo was Long Island potatoes, to be loaded 100 miles out on the island. The truckers tried to force the price for carrying them to Florida to a dollar per 100 pounds. The first night the price went to 95 cents, then it dropped to 70 cents — and stayed there. Butch Watson doggedly held out for a dollar per 100, but the others began to

wilt under the expense of lying idle.

On the third day in the parking lot three gypsies were so broke that they could barely pay to get their rigs out of the lot. They took the potatoes to Florida at 70 cents, a price which would barely pay their running expenses. A half-dozen gypsies watched them depart. "That's what the gypsies are up against. They don't stick together," they said bitterly. "What the gypsies need is John L. Lewis!"

Getting a Load

Meanwhile a driver came in who knew Watson and told him of a load uptown. Watson located the load on the phone. Dresses, to Florida, paying \$2.75 per 100 pounds, sounded good. Then he learned there were 12 steps, forcing him into numerous criss-crosses of Florida. "I can't do it at that price," he told the shipper angrily. "Man, I'd lose two days just unloading." He hung up and said bitterly, "By —, I'll deadhead out of here empty rather than work for nothing. I'll deadhead to Norfolk. I know I can get a load from there to Miami."

Watson doesn't own his rig—it belongs to Morris Pogol of Norfolk—but he works on 20 per cent of the load and he takes the price very seriously. After a week of waiting he was bursting with frustration. He called Pogol in Norfolk to say he was deadheading out. We climbed up into his tractor cab, a 1948 White "26" with a six-cylinder engine, 140 horsepower, and built-in sleeper bunk. It pulls a 32-foot aluminium, insulated Trailmobile trailer with a putt-putt. We left the lot and were headed for the Holland Tunnel when Butch decided to make one more phone call. He stopped the truck, ducked into a saloon, and emerged triumphant. "I gotta load," he said, "a pay load, two-seventy-five a hundred, and four stops. How do you like that?"

Wait for Unloading

We waited hours at a freight terminal to be loaded. At last Watson's truck and another Florida-bound rig were backed into the shed. Then the platform manager discovered that if all the cargo destined for one route were put on one truck, that one would be overweight in Virginia. Therefore the

load was split so that Watson would carry the other truck's overload. Butch and the other driver, a young Brooklynite, arranged to meet at Chick's, a truck stop outside Jacksonville, Fla., to transfer the overload back.

Can't Get Sleepy

It was midnight and raining when our rigs was finally loaded and the manifests handed over. Butch swung happily through the narrow streets to the Holland Tunnel. "We gotta load after all, a payload," he said. The rig rolled more smoothly than before it was loaded, but the jolting of the driver's seat, I soon learned, was continuous even on a good concrete highway. On the rougher sections you needed a saddle pommel to hang on. Because of this we ate only coffee and doughnuts and once a day an order of wheatcakes or eggs and bacon. "You eat a heavy meal," Butch said, "and you'll get sleepy, and the jolting—if you eat heavy regular—tears your stomach loose."

We moved down US 1, crossed over onto US 301, and hurtled through Jersey towns in a silence broken only once. "There, see that

pole," said Butch, pointing. "That's where one of the boys I taught to drive got his. Smashed right into that pole."

Occasionally a slow-moving car would get ahead of us and Butch would blue the air until the car either turned off or Butch passed it. It takes miles and many gear shifts to get a big, loaded trailer truck "wound up" so fast that she is cruising easily at 60 mph. A car tootling along at, say 30 mph, constitutes a real menace, requiring air brakes and a complete shifting of gears.

Grabs Shuteye

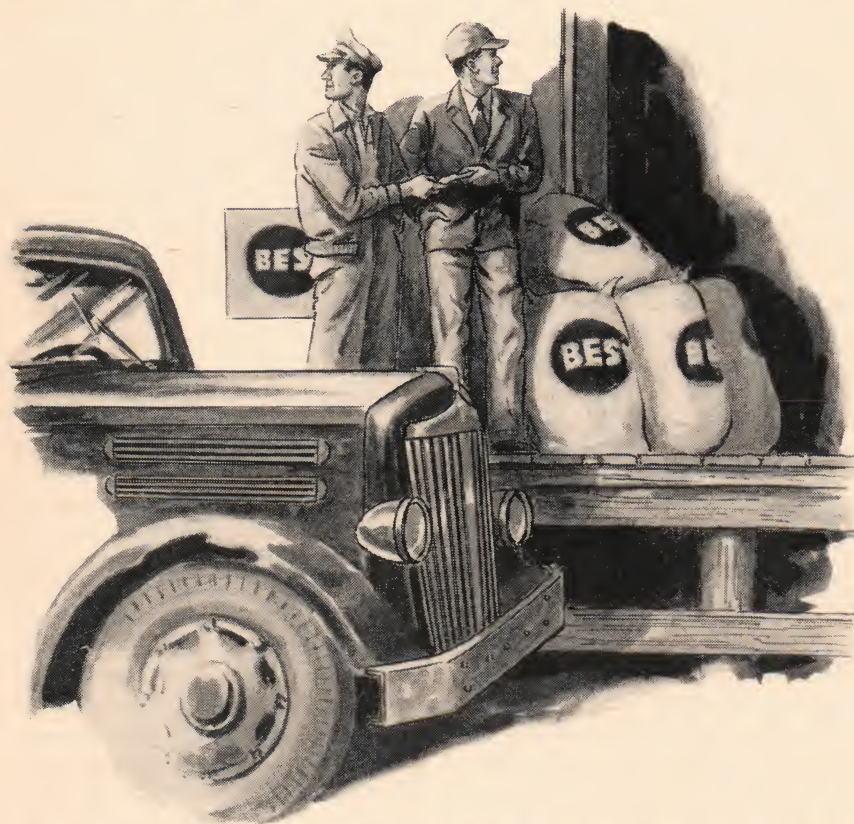
By 2:15 we were behind Camden. At the Silver Moon Diner Butch pulled off and slept for two hours. The rain had stopped when we started again and dawn was an ugly, cold-gray line at the edge of the eastern sky. As it got lighter it seemed to me that we were making better time.

"No," said Butch, "we made better time in the night. It is cooler then and the whole rig hangs together better and the motor runs better."

We crossed the Delaware on the ferry at Pennsville. I fell asleep and when I woke up we were halfway across Maryland heading for the Cape Charles ferry. I asked Butch why he used that ferry across the Chesapeake instead of going down via Washington and Richmond. "Gives you two solid hours of sleep," he said, grinning, "while traveling."

On the ferry he washed and shaved before crawling into the sleeper. As the ferry approached the Virginia shore I woke him. "Cripes, man, I coulda had ten minutes more sleep," he said bitterly when he saw the shoreline's distance. I remembered then what some other drivers had told me, that there's nothing worse than to have a fellow along who can't drive: "Your head gets to nodding and you're fighting that damn wheel and the hills and here is this useless — — sitting alongside you! Oh, man, do you hate him!" Most gypsies prefer to travel alone because it cuts costs.

(Continued on page 28)



Hijacking payoff. An overload gypsy puts out some of his "profit" to avoid arrest.

Propose Anti-Racketeering Act

Sen. O'Connor, Head of Senate Group Fighting Organized Crime, Introduces Measure to Curb Irresponsible Operators

AN "anti-racketeer" bill aimed at irresponsible operators in the motor transport industry has been introduced by Senator Herbert O'Connor (D., Md.), chairman of the Senate committee investigating organized crime.

Senator O'Connor, who presented the measure for himself and the remaining four members of the committee, said the clause would amend the national transportation policy declaration of 1940 in a way to "put the Congress squarely on record as opposing any tolerance of racketeering in any part of this industry."

Co-sponsors of the bill, S. 1899, are Senators Estes Kefauver (D., Tenn.), Lester C. Hunt (D., Wyo.), Charles W. Toby (R., N. H.), and Alexander Wiley (R., Wis.).

In presenting the "anti-racketeer" bill, Senator O'Connor explained that the Senate crime-investigating committee had "noted certain instances in which racketeering elements undertook to force their way into the business of interstate transportation. . . ."

"The committee has been impressed," the committee chairman continued, "with how vulnerable some parts of the transportation industry, e. g., over-the-road trucking and freight-forwarding, might be to hijacking, terrorism and other 'muscle' tactics."

Backs the ICC

Senator O'Connor declared that the committee felt it desirable to "back the ICC . . . with the full weight of a congressional directive, so that there will be no question as to its use of all the powers conferred by the interstate commerce act to deal with such problems wherever they may arise. . . ."

Under the proposed legislation, the following would be added to

the transportation policy declaration in the Transportation Act of 1940:

"It is hereby further declared to be the policy of the Congress that all modes of transportation subject

to this act shall be kept free of terrorism, extortion, racketeering, and similar unlawful or unethical business tactics, and to this end due regard shall be given in all cases to any evidence of the use of such tactics, or the likelihood of the use of such tactics, by any applicant for, or transferee or holder of any certificate, permit, or license issued or outstanding under this act, or under any amendment thereto."

Miscellaneous Meeting Held

September Agenda for Los Angeles Talks Bulges With Important Items; Beck Requests Fullest Attendance

PROBLEMS of immediate importance to members of the Miscellaneous Conference will be discussed by the policy committee which is scheduled to meet at the Ambassador Hotel in Los Angeles, Calif., September 27, 28 and 29. The call for the policy committee session was issued recently by Executive Vice President Dave Beck.

A full attendance of the policy group has been asked by Vice President Beck and by the officers of the conference, Chairman William M. Griffin of Seattle, Wash., and Secretary William M. Hicks of Chicago.

Discuss Regulations

The committee will discuss the effect of the defense program and particularly of wage stabilization board general regulations on the members of the conference.

A progress discussion on organization work in the vending machine industry which has occupied considerable attention by the conference will be held. Other problems on the agenda include those of the outside salesmen and the salesmen who drive passenger cars and driver-salesmen driving trucks.

Letters should have been received by members of the policy committee, but if they have not, members planning to attend should communicate with William M. Griffin, chairman, Miscellaneous Conference, In-

ternational Brotherhood of Teamsters, 552 Denny Way, Seattle 9.

The trade division conference will be held immediately preceding the annual session of the Western Conference of Teamsters which begins at the Ambassador Hotel, September 30 and extends through October 6.

Plans also may be discussed for a meeting of the entire Conference membership at an early date. The question of holding an all-conference meeting will be discussed at Los Angeles.

Name Knudson to Federal Manpower Committee

Recognition of the growing importance of manpower problems is noted in the recent appointment of Defense Transport Administrator James Knudson to the Mobilization Manpower Policy Committee.

The policy committee includes Mobilization Director Charles E. Wilson and the heads of representatives of the Departments of Defense, Labor and Agriculture; Selective Service; Civil Service Commission; Defense Production Administration; Wage Stabilization Board; Economic Stabilization Agency and for special problems, Housing and Home Finance Agency and the Federal Security Agency.

Knudson, as head of DTA, is added to the committee on problems involving transportation in the defense program.

EDITORIALS

Taxation's Fall Guy

The motoring public and the motor transport industry too often are taken as a "fall guy" in matters of taxation. Inordinately high taxes in terms of the revenue desired or the purposes to be served have often been imposed in the past. Current discussions on a new tax bill indicate once again that the motor using consumer—and that is the pleasure car owner and the trucking industry and everyone making his living from that industry—is the fall guy.

One expert appearing before the Senate Finance Committee pointed out that Federal excise collections from highway users currently exceed Federal aid to highway construction by a billion dollars annually.

This marked disparity between income and outgo for road purposes indicates either a matter of serious discrimination or a marked need for a complete re-examination and overhauling of our excise tax program. The motor transport industry and the truck using public should not be made specific targets by our lawmakers—now is the time for a searching look into the whole tax problem as it affects trucking and motor car users.

The Road to Monopoly

THE INTERNATIONAL TEAMSTER believes that healthy, honest competition between the various forms of public transportation is good for the country and good for the shipping public. It is hardly necessary to point out that our organization has more than a casual interest in the trucking industry—we want the trucking industry to succeed and prosper for therein lies the welfare of a great share of our membership.

It is our belief, however, that trucking can take care of itself in the face of ordinary honest and healthy competition. When elements are introduced into the competitive picture which seem not to be in accord with a healthy tradition, we then must take serious issue with other forms of transport.

Specifically, we are noting a trend by the railroads in applying rate increases. The railroads under present laws and regulations can exercise the privilege of selective rate cutting. This means that in areas where it wishes to make its form of transport felt, the railroad

industry can decline granted rate increases and thereby exert extraordinary pressure on the motor transport industry. This sort of thing works a particular hardship on the specialized type of motor carrier. This type, usually is geared for a limited type of service. One that is gone through competitive undercutting or for other reasons, he is virtually out of business.

Trucking does not ask for special privileges—it does ask for fairness toward the industry and selective rate cutting hardly seems fair under the present situation.

The practice is a sure road to monopoly.

The Red Feather Campaign

Teamsters have always been among community leaders in the support of public service projects and humanitarian campaigns. This fall our members, like citizens generally, will have an opportunity in helping their fellowmen through the annual Red Feather drive.

The Red Feather method is used in order to make one campaign do the job of many community appeals. The needs in 1951 are great and varied—the United Defense Fund (USO and other services); youth services; child care; family service; hospital services and other community welfare activities need your help.

Flood Control—A Must

The dramatic stories coming from the Kansas-Missouri flood area a few weeks ago points up the imperative need for flood control in the valley of the Missouri River.

Two chief types of flood control proposals have been presented to the people of the West and while they differ in considerable degree the ultimate purposes would seem to be similar—the prevention of disastrous periodic floods.

The two plans about which most has been written and spoken are the Pick-Sloan plan and the Missouri Valley Authority plan. The former is sponsored by the Army Engineers and the latter by the Bureau of Reclamation of the Department of the Interior.

Each plan has its advocates and its critics. The Army plan places stress on a tremendous dam-building program. The other provides for dams, but its advo-

cates believe the Pick-Sloan people underestimate the value of attacking flood causes through conservation measures.

A great deal has been written on both plans. There is a great job to be done in the West and work should be developed on a comprehensive scale. Floods are expensive—the nation can't afford them. Nor can the nation afford to have needed conservation and flood control efforts snarled up in serious disagreements on so vital a policy as that concerning the great Missouri Valley area.

An Overdue Review

Defense Mobilizer in mid-August issued an order suspending the granting of tax concessions in the fast writeoff practice which has been in progress for several months.

Under this writeoff scheme which has been carried out under the Defense Production Act an industrial firm literally receives a gift from the Government in the form of tax concessions. To date nearly \$9 billion in such writeoffs has been given. Reference to the rapid amortization plan, as it is called in polite circles, has been made in THE INTERNATIONAL TEAMSTER heretofore in calling attention to the scandal of the writeoffs which amounts to huge tax gifts to those corporations fortunate enough to get "certificates of necessity."

Labor has led the fight to call attention to the tax concession scheme and has pointed out that the whole matter should be looked into carefully by Congress. Mr. Wilson has made the 60-day suspension in order to "tighten up standards," press reports say.

Let us hope that this tightening up is not a mere double talk, but that a real effort will be made to bring a measure of justice into the tax picture.

The 40-Hour Week Reaffirmed

The 40-hour week as an efficient unit of time for production was reaffirmed recently in a policy statement from Defense Mobilizer Charles E. Wilson. He set forth his views in an important policy statement in which he said:

"The major consequence of suspending premium pay for overtime in the present defense emergency would be to disrupt the wage stabilization program and industrial relations generally.

"Prohibition of overtime payment for all workers, including those working in organized industries, would lead undoubtedly to renegotiation of most collective bargaining agreements, with accompanying tension and unrest and consequent loss of production."

Since Wilson is known as a production man, it can be concluded that he is thinking of this overtime problem in production terms. Labor has disagreed with

Mr. Wilson on many occasions, but it will agree that his policy on retaining the 40-hour week is a sound one.

Resource for Defense

With the manpower situation becoming progressively tighter, the Government and industrial personnel officials are looking about for ways and means to find new resources for production. The defense program coupled with civilian needs make it imperative that as many productive hands as possible be mobilized.

During this critical time, attention of the country is being directed to a source of manpower which is too often overlooked—the physically handicapped. The President's committee on Employment of the Physically Handicapped has been doing an excellent year-around job of bringing to public attention the great potentialities of the handicapped in the production field.

Studies have been made and experience has shown that if the handicapped person is properly trained and properly placed in employment he becomes an excellent worker well able to hold his own or better. It should not take a serious defense emergency such as we are in to direct attention to the handicapped. The nation should pay more attention to the job possibilities of the handicapped—in normal times as well as in the defense crisis.

Early next month the annual week on National Employ the Physically Handicapped as authorized by Congress will be celebrated. But the realization of the potentialities should dictate an all-year interest, not merely a one week period.

Health and Housing Related

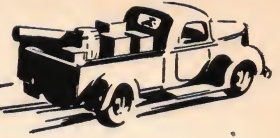
The Children's Bureau in its publication, *The Child*, reports a study made on a public housing project and an area comparable to Chicago.

The report indicates that the health of children is better, fewer infant deaths are reported, and the general health level is higher than that of a comparable number of persons not on a public housing project.

A comparison with a slum area indicates certain dramatic differences in health standards. But this comparison is not the only one made. A comparison with an area in which the incomes of the compared area families are larger indicated that the health in such area was not as good as those on the public housing project.

It seems that not only are the physical conditions—light, air and space—better, but the spirit of the project itself is conducive to the dissemination of health ideas and health information. The strong relationship between housing and all that it means to health is well established and adds further to the support of better housing for our people.

SHORT HAULS



Large Ratio of Autos in Need of Some Repair Work

A large proportion of the vehicles now operating are in need of some kind of repair or maintenance work, according to a sampling made in a nation-wide survey by the Inter-Industry Safety Committee.

The survey samples disclosed that one of every three cars needed some attention. One of every ten cars checked needed brake work and one of every twelve needed some attention to rear lights. One of every 13 needed headlamp work and one of every 15 had defective windshield wipers.

Feinsinger to Become Wage Board Chairman

Nathan P. Feinsinger, professor of law at the University of Wisconsin, is scheduled to become the new chairman of the Wage Stabilization Board, succeeding Dr. Geo. W. Taylor. Feinsinger has been serving as public member and vice-president of the Board. Dr. Taylor is returning to his University of Pennsylvania teaching post.



Mr. Feinsinger

Mr. Feinsinger is well known to the Teamsters Union and has had an acquaintanceship with trucking problems over a long period of years. He was a principal speaker at the Dairy Conference of the Teamsters held in Washington, D. C., last June.

Frederich H. Bullen, a public member of the Board, is scheduled to succeed Feinsinger as vice-president, and John T. Dunlop, a public member, plans to return to Harvard to his economics position there.

Dunlop has been chairman of the Joint Board for Jurisdictional Disputes in the Building Trades.

WSB Acts on Cannery-Farm Wage Differential Status

Differentials between cannery and agricultural wages for the 1951 crop are to be maintained by permission of the Wage Stabilization Board.

The board acted recently to restore traditional differentials between cannery and farm workers in order to move the '51 crop of fruits and vegetables. The board adopted a resolution permitting firms engaged in seasonal canning, packing, freezing and dehydrating to pay, without prior approval of the board, the rates which maintain 1950 differentials between wages of such establishments and farm wages in the same area.

Employers are asked, by the WSB resolution, to report within 30 days to the Wage and Hour Division of the Department of Labor the adjustments which have been made pursuant to the permissive resolution passed by the board.

Mail Transport Funds Get Hefty Cut by Senate Action

Mail transport funds took a health cut in the Senate in the Treasury-Post Office bill when the measure was going through its passage stage.

By a vote of 35-33, \$16 in funds were cut from the total of \$482 million on an amendment introduced and sponsored by Senator Paul H. Douglas (Dem., Ill.). Douglas told the Senate that the funds in the bill provided for a substantially greater increase in volume of traffic than was estimated by the Post Office Department. He also said that the bill did not take into account possible postal rate increases.

22 States Pass Ban on Television in Motor Cars

Television in automobiles has been the subject of considerable controversy in many states and the TV advocates seem to be losing, according to the National Committee for Traffic Safety.

In a run-down on recent legislation the committee reports that 22 states have already taken action banning TV in automobiles. The states so acting are Alabama, Connecticut, Colorado, Florida, Illinois, Indiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Nebraska, New Hampshire, New Jersey, New York, North Carolina, Oklahoma, Pennsylvania, South Dakota, Washington, Vermont and Wisconsin.

Coffee Stop Hailed by Experts as Fatigue Remedy

A simple remedy for nerve fatigue caused by long stretches at the wheel is one which has long been recognized and used by Teamsters—the coffee stop.

An official of the American Association of Motor Vehicle Administrators in tracing some of the causes of road accidents says that many result from driver fatigue. He suggests that the fatigue is a nerve rather than a muscle fatigue.

The stop for coffee is suggested as a relaxer. He suggests that the leisure stop and coffee pays off in terms of eased tensions on the part of the driver.

Publish Booklet on Auto Haulaway Transportation

The automobile haulaway business is the subject of a booklet by the National Automobile Transportation Association of Detroit, Mich. Called the "complete facts about the auto haulaway business," the

Minneapolis Teamsters Take Prize with Float



The Teamster unions of Minneapolis joined in the Minneapolis Aquatennial, the city's annual summer festival, by putting a prize-winning float in the parades, and sponsoring a boys' and girls' band in the affair. The Teamster float, sponsored by Joint Council, No. 32, consisted of operation of miniature trucks, depicting the various trucking industries in which Teamsters are employed. A miniature warehouse, was constructed under the Teamster union symbol. Three pretty models (right) rode on the float. The Joint Council received one of the grand awards for its float and a grand award for the band entry, according to Sidney L. Brennan, Minneapolis, International Teamster Union Vice President.

booklet is said to be the first published on the subject.

In addition to factual information, the booklet contains illustrations of the various units of vehicles used to transport motor cars. A history of the business and a chart of its growth is also included.

Recruitment of Workers By U. S. Working Smoothly

The recruitment of "key" and "scarce" workers in the year following the outbreak of the Korean invasion has been working successfully, reports the Department of Labor. A total of 130,000 key workers have been recruited for defense production jobs during the one year period.

Recruitment is made through the system of the State-Federal clearance in which local offices of the public employment service collaborate on state, regional and national basis in job placement of workers who cannot be recruited locally.

Joint Council President Writes for Labor Annual

President John H. Rohrich, Teamsters Joint Council No. 41, Cleveland, Ohio, is the author of "The Teamsters in Ohio" in the Cleveland Building Trades *Journal's* annual, published recently.

In his article President Rohrich pays a high tribute to the late Edward F. Murphy, who served as International Vice-President, International Organizer, and president of Joint Council No. 41 for 15 years.

In discussing problems of present-day Teamsters, the writer says that "Perhaps the greatest menace to the well-being of our membership is the practice of employers selling their trucks to the workers in order to lower their labor costs. The blandishments and chicanery employed by the truck dealers and businessmen who mislead the truck driver into the false world, that he can become an independent business man and



be on the road to wealth, are so cunning that many honest, capable men are led to believe that they can make more money by lowering the employer's labor costs, supplying the boss's equipment for free."

Advancement and stability of the trucking industry has developed largely due to the sound and aggressive policy of the Teamsters Union, suggests Mr. Rohrich in his article.

Coast Bakery Drivers Win Goal

Five-Day Week Victories in Seattle, Portland and

San Francisco Expected to Set Pattern for 6,000 Members

HISTORIC victories have been won by bakery drivers in Seattle, Portland and the San Francisco area, who recently signed contracts calling for a five-day, 40-hour week. Their achievement is expected to open the way for similar agreements affecting 6,000 bakery drivers and salesmen in 11 Western States.

Announcement of the five-day week pacts was made by the Bakery Division Joint Committee of the Western Conference of Teamsters, which also disclosed that the drivers had won establishment of the Teamsters' Security Fund. The contracts become effective October 1 and are subject to approval by the Wage Stabilization Board.

Realization of the long-sought goal was a tribute to the policies and planning of the Western Conference of Teamsters. At the conference session in Seattle last year, delegates from all Teamster unions in 11 Western States unanimously pledged their support to bakery drivers in the struggle for a five-day week. The united effort in the bakery drivers' behalf was urged by Executive Vice President Dave Beck, who presided at the conference.

With the support of all West Coast Teamsters assured, Vice President Beck notified bakery employer groups of the determined drive for the five-day week. He advised management that the drivers would accept nothing less than the standard work week and urged that the employers take steps to gear their operations to permit establishment of the five-day schedule.

"This is brought to you in harmony," Vice President Beck's letter states, "with the desire for a mutual understanding on questions of this kind, and it gives an opportunity for the industry to adjust to the prevailing pattern without the procedure

of economic action or the inconvenience to the public and to business that results from such action."

With that background clearly established, negotiations began and continued at various West Coast

points over a long period of time, with a joint negotiating committee representing interests of the bakery drivers.

The lengthy conferences were climaxed by announcement of the settlements in Seattle, Portland, and the Bay area.

Meanwhile, negotiations are continuing at other coast cities, and similar agreements giving bakery drivers the five-day week are expected soon.

Teamster Named DPA Assistant

*Daniel V. Flanagan, California Labor Leader,
Will Help Direct Defense Production Program*



Daniel V. Flanagan (right) of San Francisco, a charter member of Local Union 860, is sworn in as a deputy assistant administrator of Defense Production Administration by DPA Chief Manly Fleischmann.

Mr. Flanagan, who has served as personal representative of AFL President William Green on the West Coast, will assist Joseph D. Keenan, assistant DPA administrator, on all phases of the agency's task of directing the defense production program.

In 1937, Mr. Flanagan helped form Warehousemen's Local 860, and, two years later, he joined the national staff of the AFL as a general organizer. During World War II he was chairman of the AFL members of the War Labor Board in California.

Active in civic affairs, Mr. Flanagan has served as a director of the San Francisco Community Chest and as chairman of a Catholic welfare organization, the Archbishop Hanna Center for Boys.

LABOR DECISIONS

THE INTERNATIONAL TEAMSTER, in reporting decisions of the National Labor Relations Board, state and Federal courts, is providing the membership with general information. These data are not to be taken as legal advice, but merely factual reports on cases involving labor.

Court Rules On "Unfair" Use

An unusual case involving the use of the word "unfair" by a central labor union in a newspaper advertisement has recently been decided by the Kentucky Court of Appeals which throws an interesting light on the use of the famous phrase employed in picket signs.

The case involved a small food shop operator, the Paducah Central Labor Union and the Paducah Newspapers, Inc. The shopkeeper had just opened up his place and was getting ready for business. He had a workman cleaning up around the premises and asked him to paint a two-foot strip around the door on the outside. The work was done in less than an hour.

Six weeks later there appeared in the Paducah newspaper a notice sponsored by the Paducah Central Labor Union saying that Wise's Cream Castle and another establishment "are unfair to you." The shopkeeper sued the newspaper and the central union and recovered \$1,000 from the former and \$5,000 from the latter. The case went up on appeal from the circuit court.

The defense by the union and the newspaper was that the phrase "unfair to you" was not libelous and if it were libelous, it was true and thus constituted a good defense.

The Court of Appeals took a contrary position and disallowed the defenses set up. The court reviewed the many cases cited by the appellants (newspaper and union) to substantiate their case and pointed out that most of the cases arose out of injunction situations. The court further observed that where there

was no actual labor controversy, the courts have not hesitated to protect the employer. Said the court:

"It is our conclusion that to accuse a person of being unfair generally or to a particular group, expresses something more than an opinion, and labor unions have no special right to use this expression arbitrarily and without responsibility where there exists no controversy or other circumstance which could reasonably justify the intentional damage of an employer's business."

Refusing the theory of the appellants the court continued saying:

"The only justification for permitting labor unions to make derogatory statements about an employer must be that the union has reasonable grounds for objecting to the employer's conduct. There should be some controversy or dispute, or at least the employer should be given a fair opportunity to avoid being branded as unfair. In the present case the employer committed an act which most of us would consider innocent. No member of the union made any complaint, and appellee (shopkeeper) was given no opportunity to avoid the consequences of his inadvertent act. It may be that the painting job did in some respect offend organized labor. Yet the publication did not state what he had done or allege the reason why the union considered him unfair. If it had stated the true facts, it would not have been legally objectionable."

The court objected to the action of the union in "unqualifiedly" accusing the shopkeeper of being unfair. The court affirmed the judgment which had been the subject of appeal.

WSB Would Tie Wages, BLS Index

Are the future wages of American workers to be tied in with the changing cost of living?

No one knows the answer to this question, but interesting speculation has been started by recent action of the Wage Stabilization Board. A short time ago the Board by unanimous vote passed a resolution tying wage increases to the cost of living, which is to say to the cost of living index of the Department of Labor's Bureau of Labor Statistics.

Eric Johnston, Economic Stabilization Director, had not acted on the resolution as this issue of THE INTERNATIONAL TEAMSTER was ready for the press.

Whatever Mr. Johnston's action, the entire question of escalator clauses which are tied in with the BLS index is worth noting. Three years ago the General Motors-CIO Auto Workers announced their long-term contract with wage changes tied in with the cost of living. A one per cent change was to be made in the wage level for every 1.14 point change in the BLS cost of living index. If the index went up, wages went up; if the index costs showed a decrease, wages went down, although a maximum reduction of five cents was fixed.

This contract, important as it seemed at the time in labor-management relations did not attract enthusiastic adoption by other unions until inflation began showing up strongly in living cost charts last year. At that time a number of unions hastened to get escalator clauses put in their contracts. This matter of cost-of-living and wage tie-up is a relatively new development in American wage labor-management history.

The substantial number of these contracts created a first class headache for the new Wage Stabilization Board early this year. Under General Regulation No. 8, Johnston approved increases in wages under escalator clauses which were sched-

uled to make the wage change June 30, 1951, provided they were in effect January 25, 1951. In other words, Johnston permitted the continued operation of escalator clause contracts.

Having gone this far, the question remained for the board: what to do with the situations in which the workers were not protected by escalator clauses? Either the board would have to broaden and liberalize its entire policy or backtrack completely in the matter of escalator contracts. The latter course seemed unfair and impractical and so the board chose the path which seemed to open up the wage picture for substantial increases.

If Johnston approves the resolution adopted by the board, here is the way the situation will probably stack up:

a. Escalator clause contracts in effect on January 25, 1951, will remain operative under full authority from the board.

b. If contracts have been negotiated after January 25, 1951 and have escalator clauses, these will be approved if they satisfy a proper per cent-for-per cent ratio between the wage changes and the cost of living index.

c. If cases arise in which there are no escalator clauses—and these, of course, will be in by far the greatest number, management will be permitted to make wage changes once every six months. This is permitted so the workers will not suffer any real wage loss due to the cost of living changes after the famous freeze date of January 25, 1951.

Divide Labor Areas Into Four Groups

The Bureau of Employment Security of the Department of Labor recently revised the labor market designations of the country and reported that the areas would be divided into four groupings. Group I shows areas of labor shortages. Group II shows areas of balanced la-

bor supply. Group III has areas with a moderate labor surplus while Group IV has areas of substantial labor surplus.

In its revised designations the department indicated that six areas are in Group I, the tightest labor market set-up. The six areas are: Aiken-Augusta, S. C.; Davenport, Iowa; Moline-Rock Island, Ill.; Hartford, Conn.; Indianapolis, Ind.; San Diego, Calif., and Wichita, Kans.

In Group II were 62 areas designations and Group III contains 84 areas. The last group with substantial labor surplus has 14 areas listed as follows: Altoona, Pa.; Baton Rouge, La.; Beaumont-Port Arthur, Tex.; Brockton, Mass.; Laredo, Tex.; Lawrence, Mass.; Lowell, Mass.; New York City; Providence, R. I.; Scranton, Pa.; Tampa-St. Petersburg, Fla.; Terre Haute, Ind.; Wilkes Barre-Hazleton, Pa., and Winston-Salem, N. C.

Would Ban "Reds" As Union Officials

A bill aimed at eradicating Communists from labor unions has been introduced in Congress under the sponsorship of Senator Pat McCarran (Dem., Nev.), chairman of the Judiciary Committee.

The new measure is a tough one and would make it illegal for a member of a so-called Communist organization or front outfit to be an officer or to represent a labor union. The bill would also void certifications of the National Labor Relations Board in cases where the union has a Communist officer.

Under the bill it would also be possible for an employer to fire without any liability any worker who is on record as member of any organization on the Attorney General's subversive list or who has concealed membership in a subversive organization. Further, a worker could be discharged if he refused to tell a legislative committee whether he is knowingly a member of a subversive organization.

Senator McCarran and others in Congress were reported disturbed by the fact that a communications union had some officials and members who had been identified as members or former members of the Communist party.

Truck Trip-Lease Order Postponed

The effective date of the new Interstate Commerce Commission order on over-the-road transportation and truck-leasing has been postponed from September 1 to November 1. This postponement was made following the filing of an injunction suit in the U. S. District Court, Southern District of Indiana, Terre Haute Division.

The leasing order's postponement is the second it will have had since it was first made public May 8, 1951. The order was originally scheduled to be promulgated August 1 and was postponed to September 1.

As this issue of THE INTERNATIONAL TEAMSTER was ready for publication only one injunction petition had been filed, according to information given by the office of the ICC general counsel. The Indiana case was filed by 21 motor carriers with Eastern Motor Express, Inc., of Terre Haute, Ind., as the lead-off complainant. Other firms joining with Eastern included trucking operators from other cities and states—Chicago, New York, Pittsburgh, Detroit, St. Louis, Akron, Ohio, and Grand Rapids, Mich., and other points.

Reports were circulating in Washington that another injunction suit would be filed in Birmingham, Ala. The lead in these suits is being taken by the American Trucking Associations.

In the Indiana case the carriers submitted a complaint 37 pages long with voluminous exhibits, bringing the total to 100 pages. The petition challenged the power of the ICC to act in the case and charged that the order was an attempt to invade the right of private contract.



WONDERFUL fall approaches and before you settle yourself and the family by the fire and the television set for winter, why not wind up summer with one grand, glorious autumn picnic? It's really more fun than in the summer; the trees are at their loveliest in September and October. The air is just brisk enough to take away that lazy feeling and put a lilt into your being. Then, too, the absence of ants, bees and mosquitoes doesn't detract from the picnic pleasure either. Take a nice warm sweater, some blankets to sit on, and lots of good wholesome food. Something warm would be good, say hot dogs and baked beans, for instance. When piping hot, place both in a thermos jug. Serve at your picnic with rolls toasted over the campfire, and pickle relish—m-m-m-m good! Hamburgers are equally delicious served hot from the thermos.

* * *

Philosophical Note

How much of the discontent and suffering in this world is caused by worry—often worry about things that never happen and things that can't be helped anyway? There is always a right and a wrong way to do things. The thing to do when any problem arises is to think it over and decide carefully what is the best solution—the best thing to do. Sometimes we make mistakes in our selection—but every time that we do what we think is right, we've got the odds on our side, and in 90 per cent of the cases the whole thing comes out all right in the end. It doesn't pay to make hasty, angry or haphazard decisions. Problems in life can be solved somewhat like mathematical problems. There is always an answer if it is looked for. No matter how difficult the problem or situation, whether it be about work or family life or financial difficulties, and few of us are free of all of these, face the facts calmly, try to think about the problem in a way that you would advise some outside person, give the very best advice you know how, then abide by it yourself. Sometimes it isn't easy, but at least you have the satisfaction of knowing you have done the right thing, and that in itself will help to put you on a slightly higher plane of life.

Many of us have our own private crosses to bear, but if we look around, we always find those with heavier crosses.

I have a dear friend whose little girl, an only child, at 9 years of age cannot walk or talk understandably. She has been told that the child's mind will never develop. Each two weeks she is taken to a clinic where many mentally defective children are taken. When my friend arrives home with her little girl she says she always says, "Thank God she is no worse. When I see some of the other children I feel grateful."

* * *

That Winter Wardrobe

How about taking stock of your winter wardrobe? Is it adequate? If not, what's to do about it? First go over all of the clothing on hand before buying anything new for fall. Often you will find that old black suit you were so tired of last season really is as good as new, and with a new blouse, gloves and a smart little hat, you are all ready to step out the first cool day without rushing into a buying spree which you can't afford and may regret later. Take your time when buying your clothes; decide what you really need, what you have on hand, and make out a list. Select each item with care, checking off the list as the purchase is made, not necessarily in a day or week, or even a month. There is no economy in buying something you don't need, no matter how inexpensive. If you will take more time to select, decide on color, style and ensemble and go about blending and matching carefully, you will find yourself a much better dressed woman.

* * *

Look Ahead—the Yule Nears

It is not too soon to be thinking of Christmas, jotting down in a little book the names of those you especially want to remember—a little gift that would be especially appropriate, and is thought of as an inspiration in September only to find it has completely slipped from your mind in December.

* * *

The Drop-In Shelf

The long winter evenings will soon be with us, and if you are a home-loving person, they are looked forward to with enjoyment. Now's the time to get one shelf in your pantry ready for storing away a few little items that can be prepared hastily for the folks who drop in, and will add greatly to your pleasure and theirs on Canasta evenings. Jelly,

peanut butter, cheese (in glasses), canned salted nuts, small tins of meat spreads, tins of crackers—all would make a nice little spread to be served with a cup of hot coffee or tea.

* * *

And for Next Spring

Now is the time to plant a few bulbs, daffodils, tulips and hyacinths, along with a dozen or so pansy plants. Planted now, they will make you a beautiful little garden come next spring. Cover lightly with dead leaves or straw and, believe it or not, around next February or early March you will see the little pansies trying to push their faces through the snow.

* * *

ETIQUETTE DEPARTMENT

From time to time our readers have said, why don't you have notes on proper etiquette. We shall, and we begin in this issue. Let's consider the matter of introductions. The proper form is simple, "Mrs. Jones, may I present Mr. Smith," or "Mrs. Jones, may I introduce Mr. Smith." A younger person is introduced to the older, but a gentleman is always presented to a lady, even though he is a gentleman of distinction and the "lady" only a very young girl. No woman is ever presented to a man, except to the President of the United States, a royal personage, or a dignitary of the church.

* * *

WHAT GOES WITH WHAT

Here's what the culinary experts say we should serve with some of our main courses:

Roast beef—grated horseradish.
Roast pork—apple sauce.
Roast veal—tomato or mushroom sauce.
Roast lamb—mint sauce or jelly.
Roast turkey—cranberry sauce.
Fried oysters—chili sauce.
Fried fish—tartar sauce.

* * *

DIFFERENT DESSERT

Want to try a dessert that is easy and yet is new and different and a great hit with the young folks? How about:

DEVIL'S FOOD WAFFLES

½ cup shortening.
¾ cup sugar
1½ teaspoons vanilla
2 eggs
1¼ cup all-purpose flour
¾ teaspoon baking powder
½ teaspoon salt
½ teaspoon cinnamon
6 tablespoons cocoa

Cream shortening and sugar together until light and fluffy.

Add the vanilla and stir well. Then add eggs one at a time and beat after each addition. Sift all dry ingredients together. Stir half of them into the creamed mixture and beat until smooth. Add balance and again beat until smooth. Place about 2 tablespoons of batter in each section of waffle iron. Bake at low heat for about 3 minutes or until done.

Serve at once, garnished with ice cream or whipped cream.

Hell on Wheels

(Continued from page 18)

Butch, I learned, grumbled only when he was awakened. Off the ferry, we went on the Virginia scales and found we were legal. Then we lay in Norfolk nearly five hours while Butch scouted up a new battery and new tires, each worth \$150. It was raining and nearly 8 p. m. before the big truck was pounding toward the North Carolina hills. Crossing the state line, Butch shouted, "Hello! North Carolina!" He shouted similar greetings at every state line, but it was here that I noticed his habit of cursing by license plate, so to speak. "You damn belly-whopping Floridian!" he would bellow. "Did you see that damn Floridian censored censored! Now you know why truck drivers lose their tempers!"

North Carolina Stop

Ten p. m. found us rolling into the little town of Scotland Neck, N. C., with Butch groggy. "I'm gonna sleep for a couple hours," he said, pulling the rig up abruptly. "There's a cafe down the block if you want coffee." He shuttled himself into the sleeper. I spent the two hours beating up the cafe juke box and drinking coffee.

At midnight I woke Butch up. He slid down into the seat and into his moccasins—which truckers prefer because they are not laced—and mumbled, "Jeez, I'm still beat. Warm up the motor and I'll make it." I started the motor happily because this produced heat and the cab was cold.

A minute later a big trailer truck rolled past, flicking its lights. It circled in a U turn and came back past us, then alongside. "Ain't that Watson's rig?" yelled the driver.

Watson leaned out of the bunk to see who it was. "Bill James," he cried lustily, "you old censored censored, who you got with you?"

"Honeycutt," answered James.

"Honeycutt, where are you?" demanded Butch.

"Just got in the sleeper," came a voice.

"Honeycutt, get the hell over here and drive for me so's I can sleep. This fellow can't drive."

"Wait'll I get my shoes on," came Honeycutt's voice. A minute later he was crawling into the cab, saying, "How d'ya drive this censored censored?" Watson leaned down to demonstrate the "Brownie," as the auxiliary gear is called, and then rolled back to sleep. But he forgot to tell Honeycutt, a Diesel man himself, that the Brownie stuck unless it was held in neutral.

A Terrific Battle

For the next 100 miles Honeycutt drove and fought a terrific battle with the

stuck Brownie. At times he kicked it and at other times his rage was so great that he ignored steering in order to seize the gearshift with both hands and throw his 220 pounds on it. At last he gave up, left the main gear in direct and made the best time he could. When we came upon Bill James' rig pulled up at a truck stop, Honeycutt pulled up, too. He shook Butch awake. "I'm going back to my truck now," he said. "You can have these censored censored gas jobs and that censored Brownie. I gotta get some sleep myself."

Encounter Circus Trucks

Watson, now fresh, slid down into the seat and into his moccasins, and shouted thanks to Honeycutt. Then we rolled back onto the highway.

Near daylight we began meeting yellow and red Marks Circus trailer trucks coming north. At Skipper's truck stop a swarm of truckers asked if we had seen the wreck. Apparently we had just missed it. A state trooper, we were told, had stopped a big rig just over the crest of a hill, and a circus truck racing over its top, had plowed right into it head-on, killing both circus men. The other news: two trucks went into the ditch near Richmond and burned; police were weighing in Georgia.

While I got breakfast, Butch showered and shaved. When we were ready to go, the truck whose overload we had carried through Virginia pulled in. Butch and the Brooklyn driver decided to transfer the overload then and there instead of at Chick's in Jacksonville. The trailers were backed end to end and the boxes of cargo tossed from one man to the next and restacked. Then we hit the highway again.

Cops Ahead!

I slept until we were deep in Georgia, coming into Savannah. Not very long after we left that city, we met a Greyhound bus traveling north. The driver raised his hand from the wheel and flapped it downward. "Cops," said Butch. "A bunch of cops ahead! Did you see that signal?"

Since we had gotten rid of the overload, there was no weight to worry about. Butch pared the speed down to the legal limit. "We're not overweight unless their scales are crooked," he said, "and that's happened in some states. MacLean's sent one of their trucks empty into Virginia and the scales showed they were overloaded. How do you like that?"

At the next intersection we saw the orange-topped Georgia state police cars, but they did not flag us down and, a mile beyond them, we resumed our 60-mph cruising speed.

"Hello, Florida!" cried Butch as we pounded across that state line.

We cut into Jacksonville, where we

dropped part of our load. It was nearly midnight when we finished unloading and Butch growled, "We'll make Orlando next stop."

A Hard-to-Find Road

Orlando was some 150 miles away and the thought of making it that night staggered me. Back on the road the big truck seemed to pound along by itself while Butch spread maps across the steering wheel. "There's a censored censored road somewhere around here that will take me west and save a few miles," he said.

At last we found it, a narrow black-top road cut straight through swampy forestland with cypress trees loaded with Spanish moss. At times it seemed as though we were traveling in a tunnel. We went for miles without seeing a house or meeting a car. In the warm, soft air of the South, the accumulated fatigue was beginning to tell on Butch. His head nodded occasionally and then he would shake himself and drive with his head out the window, letting the wind keep him awake.

When his neck tired he would pull his head in—and then begin to nod again. The truck wove from one side of the road to another and then for a few minutes Butch would be alert, sagging inevitably into his need for sleep. Then he would mutter, "There's supposed to be a crossroads down here somewhere, but where is the censored censored — — —?" and stare with bleary eyes ahead.

Butch Fights Sleep

I became convinced that we were going to wind up in the ditch and argued that we should stop. "You're falling across that wheel every twenty seconds," I said. "Pull up and sleep."

He peered at me through half-open eyes. "Coffee," he said, "I need some coffee and then we'll find it. I'll be all right when we get the coffee."

His foot never lifted from the accelerator and he fought with himself to stay awake. I thought: *He is crazy now and we're going to land in the ditch*, and I remembered what he had told me back some place in Jersey or Delaware. "Don't ever jump, boy, because them tandems back there will get you sure." So I sat still and kept up a lot of questions to try to help him stay awake and looked at each great tree or yawning black ditch and calculated how we would land.

Then suddenly I saw a light ahead. "That's it," he said. "That's the crossroads. There's a gas station there. I told you that censored crossroads was down here somewhere."

The gas station had a coffee pot in the back-room bar. We stumbled across the sandy driveway, and the woman who ran the place made me a sandwich.

Butch stuck to the coffee and by the time he had finished his cup he was wide awake again. "That's what I needed," he said. "Coffee! You see, I'm a new man. I can drive another five hundred miles."

We made Orlando within an hour and a half, unloaded, and pushed back westward to Sarasota, where we had three deliveries. Only the last one was difficult—some 167 boxes of tile, each one weighing 100 pounds, plus numerous boxes of fixtures.

We unloaded the tile, with me passing it down to Butch who toted it inside and stacked it. He had by far the tougher end of it but I found the constant bending, lifting and lowering back-breaking. But at last it was off the truck.

Then we swung across town, headed for our last stop, Miami. We had another shower and shave at Fort Myers. There remained only 140-odd miles left to go. Night was falling as the big truck pounded down the endless dyke-like straightaway that leads into Miami. The moon was high above white, cottony clots of cumulus when we finally shuttled the big rig into the lot behind the Miami Motor Center, Butch's home base, on Northwest 20th Street.

"They'll be around to pick up the cargo in the morning," said Butch, hauling his suitcase out of the compartment under the seat. "You can sleep in the rig or go to a hotel, but sleeping in the rig is cheaper."

It was also closer, and that was what I was most interested in. I have never been so beat. I kicked off my shoes and crawled into the bunk. It was nearly 14 hours before I awoke.

A Long Wait

A handful of other gypsies base themselves on the Miami Motor Center, a garage and lot specializing in servicing trucks, which lies right behind the Miami produce market. In the height of the Florida produce season in January, February and March, Butch has often stepped out of one cab, left it for servicing, and taken off for New York in another. When I was there, the shipping season had just started. Three days passed without a shipper calling for trucks. Butch gave his truck a thorough going over and supervised the mounting of his new tires. The idleness was eating into everyone.

At last a call came in for Butch. It was a broker in Fort Myers, some 140 miles away, who wanted trucks to haul produce to New York. How many trucks did he want? He wanted all he could get. This caused real excitement. There were only three trucks in the lot and one of them was in bad shape. It was decided that the trucks would leave together at midnight. Everyone set about putting his rig in shape for the trip. It was 1 p. m. before they were all ready and the caravan set off.

The three trucks made Clewiston,

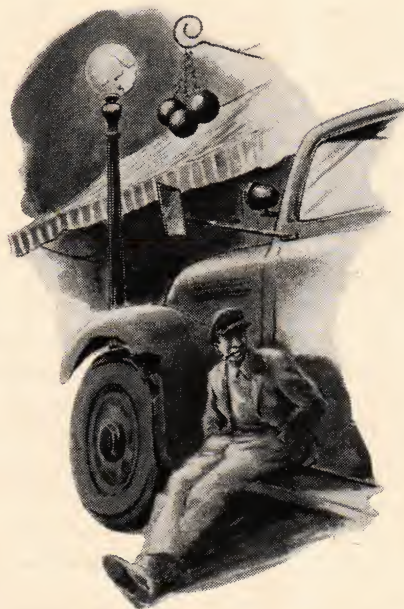
near Lake Ochebooshee, around 4 a. m. and pulled up for sleep. Around 6 a. m. one of the truckers got nervous and pulled out. The second truck followed him. I woke Butch long after daylight. We ate breakfast and started for Fort Myers. We arrived there around 9 a. m. and went out to the produce-packing sheds. By 10 Butch had a few dozen baskets of cucumbers aboard and the truck was iced and the putt-putt started. But we lay there until 10 p. m. before we got more cukes loaded. The farmers hadn't brought any produce in for shipment. Butch's was the only truck being loaded and we didn't have half a load.

A Delayed Load

Meanwhile, several other trucks arrived, summoned from elsewhere, and there was a lot of grumbling because there was nothing to load. That night everyone crossed the river to sleep at a truck stop at 75 cents a head.

It was not until 7 p. m. the following evening that we loaded more cukes and okra and eggs (eggplant). At 10 p. m. a last batch of okra was loaded but the trailer was hardly half full.

By now killing time had become a murderous occupation. The explanation that a big rain had kept the farmers from picking their crops didn't satisfy anybody. It was obvious that the other trucks couldn't be loaded until late the next day. Butch put a strong beef in—because what he was doing was paying for the icing of somebody's produce. At last, around 11 p. m., we were shunted over to another packing shed where there was enough produce to fill the remainder of the truck, and around midnight we slammed out of Fort Myers. The last thing Butch did was to sign the manifests which established his market deadline—they allowed, on paper, 48



Waiting for pay loads consumes hours, sometimes a whole week.

hours to get to New York's Washington market, but the fact was that three hours had already elapsed.

As we hit the long straightaway northward Butch said, "This is gonna be different than coming down. This time we're running a market." But except for short stretches we traveled slowly—almost blinded by the continuous glare from headlights of cars returning from a local football game.

It was 1 a. m. when we made Oscala. Once we were past the football fans we made good time.

Butch drove hard until after daybreak. Then he pulled off the road, stuck a pillow behind his head, and said, "I'm going to sleep for an hour." I was still asleep when he started up, almost exactly an hour later, and we drove until we reached a truck stop where we ate wheat cakes. Back in the truck, Butch built up to cruising speed and then settled back. When cruising, Butch always puts his left ankle across his knee and slips off his moccasin.

Butch's History

We followed Route 17 up through Georgia. Between truck stops Butch told me most of his life history. He was born in Vidalia, Ga., and had left home when he was 14 because he didn't get along with his father. That was in 1930-31, just as the depression was starting. During its worst days Butch was riding freight trains, living in hobo jungles.

He had five years of schooling. "It's all I need," he says, "for driving a truck. The trouble with most people is that they got no respect for what they do. I don't feel that way about truck driving or I wouldn't do it."

He got married when he was 19, had two children, and then after eight years his marriage broke up. He married again four years ago and sometimes his wife goes with him on trips. The interior of the cab is lined with pictures of her.

We were running low on gas and still not out of Georgia. Butch pulled up at a stop and we took on 143 gallons.

New York—634 Miles

We drove in silence for many miles, out of Georgia and into South Carolina. Around seven p. m. we reached the Pee Dee truck stop outside Florence where we got coffee again. A big sign outside the diner said we were 634 miles from New York, 722 from Miami.

"Yeah," said Butch, "but it's the Carolinas that break my back. You're always beat by the time you get into the Carolinas and then the driving gets tougher, going through these hills and mountains. No matter which way you're going, you take your beating in the Carolinas."

It seemed to me that we were making very good time, especially considering the fact that Butch had had only one hour's sleep. The big difference now

was the shortness of the stops and the fury of the pace.

At midnight we made our way into a crowded truck stop on Route 301 called The Big Apple, near Wilson, N. C. Several drivers knew Butch and over coffee began badgering him to open a repair shop. He is, I had learned in Miami, a fine mechanic. One driver insisted that Butch drive his rig for a while "because there's something clicking and thumping in there and nobody can figure out what it is." When Butch complained that he was making a market, the driver with the faulty rig figured up his driving time. "Come on," he said, "you got that market made already. Drive my rig." Butch agreed providing he could drive it in the direction of Norfolk.

In the truck stop we also picked up a Norfolk-bound trucker who had run into trouble in the form of a 300-pound hog. While bowling along at high speed, the hog had suddenly run out in the road in front of him. He blew his air horn, but the hog turned and ran directly for the truck, hitting the right front wheel and flipping the big truck and trailer into the ditch. The 50,000-pound cargo of peanuts went flying through the roof of the trailer. The trucker, who was not a gypsy but a line driver, was uninjured, but was fairly sure he had lost his job because he had a hitchhiker with him.

He and Butch got into the cab of the truck with the clicking-thumping mystery and its driver took over Butch's rig. Butch rolled fast for probably an hour before his stop lights blazed up in the night. He was in the road, waiting to take over his truck when we reached him. "That's a main-transmission bearing," he said. "That's all."

We Weigh In

Butch was worried about how much weight he was carrying because we were approaching Virginia. He decided to go into Rocky Mount, where there was an all-night public scale, and made a cross-roads date to meet the other truck so we could pick up the driver whose rig had hit the hog. He could drive us into Norfolk while Butch slept.

Our load of cukes, eggs and okra came to 51,530 pounds. "We're legal," said Butch with some relief. The Virginia law allowed 52,500 pounds in cargo. We highballed it out of Rocky Mount to meet Lane's truck at the fork of Route 95 and 258. As we came down through a wooded but moonlight hill, Butch said, "They oughta be at the bottom of this hill." A second later our lights picked up the big rig, parked in the triangle. The driver who had hit the hog climbed aboard while Butch slid into the sleeper.

Young still wasn't over the shock of having demolished one rig that night and he drove cautiously the 100-odd miles into Norfolk. I fell asleep and when I woke up Young was ready to crawl out of the truck in Norfolk. "You're

just a few minutes from the Cape Charles ferry," he told Butch, "and it's nearly 5 a. m." Then he slipped away into the darkness.

Butch climbed down quickly. "We'll catch that first ferry," he said. "It goes at 5 a. m." A few minutes later we were aboard the ferry and Butch was back in the sleeper. I lay down on the seat and fell asleep immediately.

Butch Relaxes

It was 7 a. m. and the sun was shining brightly on Virginia's flat Cape Charles when the ferry pulled into her slip. Butch drove some 68 miles to a truck stop where we got breakfast, shaved and showered and watched other truckers slug the joint's three slot machines. Then we started off again and, as soon as Butch got the rig wound up, he relaxed, put his left ankle across his right knee, held the accelerator steady and enjoyed the scenery.

We rolled steadily up the eastern shore, through Maryland and into New Jersey, crossing the Delaware River on the Pennsville-New Castle ferry. We caught up with another big rig and Butch passed him. A few minutes later the same rig caught up with us and passed us. "Oh, you ——— Mississippian," said Butch, "you don't do that." He sped up and we rode with our bumper right up on the Mississippian's tailgate. "I wish I had a high bumper," said Butch. "I'd scare that ——— so bad he'd have to get new pants in Jersey City."

Suddenly the road broadened out into a dual lane and Butch sang out, "Mississippi, git over," but before he could pull out, another big truck, which had come up behind us unnoticed, was abreast of us. "The censored!" said Butch. "this is getting to be quite a party."

The newcomer had enough speed to get past us but not enough to overtake the truck ahead of us, sliding from an abreast position to halfway back on the lead trailer from time to time.

Butch said. "Well, brother, you're going to have to like that outside position 'cause you ain't getting in here." He shoved the nose of the White within a foot of the lead truck's tailgate and held it there for miles while this furious race of monsters continued. We could see only a trailer's side on our left and a tail-

gate ahead and my stomach acted as though the end of the world were at hand.

The Race Ends

At last the dual road ended, forcing the outside truck back behind us. "Knew we'd getcha," said Butch happily, waving a polite hand at the slowing truck. "And now we'll get this censored Mississippian!"

At a stop light in some small Jersey town, we came abreast of the Mississippi truck. We got away faster than it did, and Butch crowed happily and again nodded politely to the Mississippi drivers.

The race had lasted better than 30 miles and I was glad it was over. We rode in silence in the thickening, Jersey, Sunday traffic. Butch shoved the big rig into U.S. Route 1, sweated it through traffic and under the Pulaski skyway and finally into the Holland Tunnel.

Night had fallen when we rumbled up to Washington Market. The 1,350 miles had taken up 41 hours and a few minutes, putting us in almost four and a half hours before the 10:30 deadline.

Butch put the rig under the West Side highway in front of Pier 17 and went off to a saloon phone booth. He called the shipper in Fort Myer, Florida, and the produce man who wanted our cukes, eggs and okra. Then we sat in the truck and waited for the Manhattan Transfer trucks that would unload the rig and take the cargo off to various produce merchants.

Journey's End


One truck finally came and we loaded it. When the next one did not show up, Butch went off again to the phone booth, warning me not to let anybody touch the cargo. "That's the way stuff is hijacked down here," he said. "They watch for the driver to leave, back up a truck and tell the helper they're ready to unload him. Many a load's been stolen that way."

In a little while he was back. The second truck came and we unloaded the rest of the cukes. Butch dropped me off at a subway en route to the Spring and West Street parking lot.

"What are you going to do now?" I asked.

"Why," said Butch, "I'm going to look for a load to Miami."

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Indicator Discovers Ignition Trouble Sources

Possible sources of trouble are indicated by a new firing indicator for checking voltage supplied to spark plugs. The readings of the indicator can be variously interpreted, depending on the intensity and pattern of the flashes, and normal ignition is indicated by single, brilliant flashes occurring each time the spark plug fires.

According to the Toledo manufacturer, some of the trouble spots which can be detected include faulty breaker points, coil condenser or cable connections, completely or partially fouled spark plugs and defective insulation.

Diesel Exchanger Cuts Temperature Differential

A Los Angeles manufacturer has produced an oil heat exchanger and oil clarifier in a combined unit said to be optimum for the entire diesel field. Marketed in two sizes, it is completely finned and encompasses approximately 15 sq. ft. By decreasing the temperature difference between the cooling system and the crank-case oil, the difference is narrowed in expansion between water-cooled and oil-bathed parts.

Cellulose Air Filter Produced

A new oil filter has been announced which employs molded cellulose fibers as the filtering medium. These fibers are produced through the application of a bonding agent to natural cellulose materials, which in turn are formed into cartridges under pressure. The porosity of the block is controlled by the size of the fibers. The finished dimensions of the blocks are then fixed by a series of thermal processes and the finished blocks, which are impervious to water, require no "unloading" action between infiltration cycles.

Reinforced Mud Flaps Meet State Standards

A reinforced rubber flap, wide enough for dual wheels, and made of heavy rubber has been developed in answer to increased demand in many States to provide mud flaps on trailer and truck bodies. Said to be able to withstand spray and throw-off from even the largest tires under all weather conditions, the item is held to tend to reduce claims by following motorists for spray damage. Not only will it provide a courtesy to other highway users but will



also protect parts of the body from the abrasive action of throw-off.

A reinforced steel hanger suspends the flaps from a body rib. Extending low enough on the road to protect from most of the throw-off, the flaps meet the standards set by many States which require rear mud protection.

Anti-Freeze Tester Reads All Types

A multi-scale tester for standard makes of anti-freeze will read the point of protection figure for alcohol, methanol and ethylene glycol, including their variations found in patented anti-freezes.

Automatic Wheel Balancer Announced

A new model dynamic wheel-balancing machine has been announced by which readings on tread sizes from 6 inches to 8 inches may be made by a dial setting which indicates the miles per hour up to 100 and the ounces of unbalance to 3. The exact position of unbalance is indicated on a numbered location dial actuated by an automatic spark.

New Truck Door Operated at Dock

A new truck and trailer door has been announced which can be opened and closed at the dock while loading and unloading. Coming as a complete unit, it is both lightweight and waterproof. The manufacturer claims that another advantage to the door is that the trailers can be spotted at dock without the

necessity of the driver leaving the truck and without damaging the doors.

Air Source Operates Spray Gun

A spray gun, available for use in shop or home, is now on the market which can be obtained as a separate unit or in combination with the spark plug compressor or tire pump. The spraying distance, 4 to 6 inches from the area to the painted, is adjusted by the nozzle and air jet of the gun. The gun may be powered by any air source up to 35 lbs. pressure, including tires, air compressor or spark plug compressor.

Overdrive Features Added Safety

Service life is said to be added to Chevrolet light trucks by an auxiliary overdrive which is said to give the driver control at all times for quick shifts in traffic and for speed on hills. An exclusive "hill-holder" eliminates the need to hold the car with foot or handbrake, thus eliminating free wheeling. Quicker pick-up is also claimed. The overdrive unit is engaged by a control knob located at the left of the steering wheel.

New Gas-Fired Steam Cleaner

An automatic gas-fired unit has been designed for the intermittent use of a steam cleaner which eliminates the need for pre-brushing or hand operation, it is claimed. One man can therefore perform operations which formerly required two, says the manufacturer.

Electric Wiper Motor Replaces Vacuum

A Massachusetts firm now has on the market, as a replacement for practically all new and old vacuum motors operating 2 wiper blades, a new dual electric windshield wiper motor. Fitting in the same space as a vacuum motor without drilling or cutting, it is adjustable to various speeds for different weather conditions and parks blades automatically.

Creeper Converts to Seat or Stand

A new creeper has been introduced which can be converted to a seat or stand position from a horizontal position merely by the tripping of a small lever. The position is then locked in place automatically. The unit, which weighs 15 lbs. and will support several hundred lbs., is built of steel and has a composition top.

Relax WITH US

Quick Watson, the Net!

A visitor at the asylum saw a man sitting at a desk writing. Wishing to be friendly, he remarked, "What are you doing?"

"Writing," replied the inmate without looking up.

"To whom are you writing?"

"To myself."

"Writing to yourself!" said the visitor, smiling. "Well, what are you telling yourself?"

The inmate looked up with an annoyed air, and exclaimed, "How do I know? I won't get the letter until tomorrow."

★

Playing It Safe

Pat was thought to be dying. A friend at the bedside asked:

"Have you made peace with God and denounced the devil?"

"I've made peace with God," Pat answered, "but I'm in no position to antagonize anybody!"

★

A Matter of Life

During his first trip in a submarine a Navy chaplain heard horrible swearing from the engine room. He marched indignantly to the captain and complained.

"I must tell you," said the captain, "that our sub has sprung a leak. Those cuss words you hear, are coming from the men trying to keep the pumps running. While they're pumping and swearing we're all right; but when they stop cussing and start praying, it's the end."

★

Drawing Power

Kitty: "Don't you think Susie has a magnetic personality?"

Kat: "She should have. Every stitch she has on is charged."

★

The Big Advantage

A thrifty man went to a lawyer for advice. After the interview the man met an acquaintance and told him about it.

"But why spend money on a lawyer?" asked the other. "When you sat in his office, did you see all the law books there? Well, what he told you, you could read in those law books."

"You're right," admitted the advice-seeker, "but the lawyer—he knows what page it's on."

Eye For Business

The father of a little boy gave him a dollar for his birthday. The boy spent the afternoon going the rounds of the tradesmen and having them change the dollar, first into silver, then back to a bill, and so on. When the father heard of it, he inquired the reason.

"Well," said Junior, "sooner or later somebody is going to make a mistake and it ain't going to be me."

★

Sure of Himself

Mike, returning home with Pat: "Are you sure you told your wife you were bringing me home to dinner?"

Pat: "I'll say I did—and we had quite some argument about it."

★

Juvenile Jury

Young Nancy was told not to ask her grandmother a lot of questions when she came for a visit because they were annoying to her. "But it's not the questions that annoy her," explained Nancy. "It's the answers that bother her."

★

No Usher Required

Son, reading the evening paper: "Dad, I thought that medical assistance was given to cure people."

Father: "So it is, my son. What makes you think otherwise?"

Son: "It says here that a woman fell and struck her head on the sidewalk and died without medical assistance. That certainly sounds contradictory to me."

★

Earning a Fast Buck

Departing guest to cab driver taking him to station: "You'll get me there on schedule, won't you?"

Driver: "Oh, don't worry about that, sir. They promised me double fare if I got you off on the next train."

★

Clever Chinese

An American resident in China remonstrated with her houseboy for taking her linen into her bedroom without knocking.

"Is all right, Missy," said the native. "Every time come, lookie in keyhole. Nothing on, no come in."

No-Success Story

A beggar clutched at the sleeve of a passer-by.

"Five cents, sir, for a cup of coffee?" he whined.

The other turned to survey him. "Why should I give you five cents?" he asked. "What brought you to this sad plight?"

"A terrible catastrophe, sir" the beggar replied. "Two years ago, like you, I enjoyed business prosperity. I worked industriously. On the wall above my desk was this motto: 'Think Constructively. Act Decisively.' Wealth poured my way. And then—and then—"

"Yes, and then?"

The beggar's frame shook convulsively.

"The scrub lady burned my motto!"

★

Oops! Wrong Line!

Amy was one of the most popular girls in town, and, when she married, the church was crowded. After the ceremony, friends rushed to kiss the bride. After about half an hour the breathless girl looked puzzled and, looking down at one little man, she said, "I don't know you. Why are you kissing me?"

The little man scratched his head. "I dunno, lady. When I joined this line outside, I understood it was for hamburger."

★

A Too-nice Deal

Mother: "Now if you'll run out to the kitchen and are nice to the new cook, she'll give you a glass of milk."

Young son: "I don't like the new cook. She's fresh."

Mother: "Why, whatever do you mean? I don't like to hear you speak like that."

Young Son: "Well, Dad went to get some milk last night, and when he was nice to her she threw the milk at him."

★

Busy Restaurant

A young man made his first visit to a large city. He stopped in at one of the restaurants and asked at what time they served meals. "Breakfast—eight to twelve; lunch—twelve to four; dinner—all night," he was informed. "Now what do you make of that," he exclaimed. "Nothing to do but eat all day and all night. That's city slickers for ya."

★

Cautious Climber

The two thieves, cautiously entering a house through the window, heard a dog bark furiously on the floor above. One thief started to leave, and his companion demanded to know where he was going. "I'm off," was the reply. "Don't you hear that dog?" "Sure I hear him," said the other, "but don't you know a barking dog doesn't bite?" "Oh, I know it all right," was the response, "but I ain't sure he knows, and what's more I ain't stoppin' to find out."

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